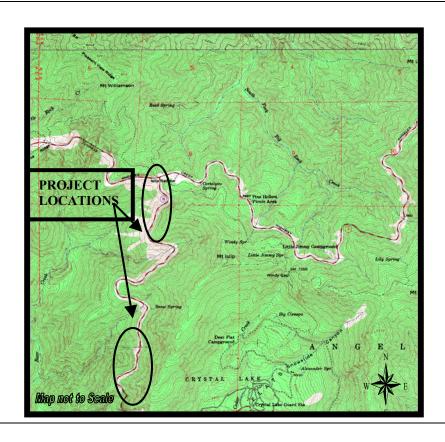
STATE ROUTE 39 (SAN GABRIEL CANYON) ROADWAY REHABILITATION PROJECT



FINAL ENVIRONMENTAL ASSESSMENT/INITIAL STUDY (EA/IS)

On State Route 39
Begins from 1.8 miles north of Crystal Lake Campground junction to
State Route 2 (Angeles Crest Highway)/State Route 39 junction
07-LA-39-133201







General Information About This Document

What's in this document?

This document is an Environmental Assessment/Initial Study (EA/IS). It examines the potential environmental impacts of alternatives for the proposed project located on State Route 39 at the San Gabriel Mountains in the Angeles National Forest. The document describes why the project is being proposed, alternative methods for constructing the project, the existing environment that could be affected by the project, and potential impacts from each of the alternatives.

What should you do?

- Please read the Final Environmental Assessment/Initial Study (EA/IS)
- We welcome your comments. If you have any concerns regarding the proposed project, please attend the Public Meeting and/or send your written comments to Caltrans by the deadline. Submit your comments via regular mail to:

Caltrans

Attention: Mr. Ronald J. Kosinski Deputy District Director Division of Environmental Planning California Department of Transportation 120 South Spring Street, Rm. 1-8A Los Angeles, CA 90012

What happens after this?

After comments are received from the public and reviewing agencies, Caltrans may (1) give environmental approval to the proposed project. (2) undertake additional environmental studies, or (3) abandon the project. If the project were given environmental approval and funding appropriated, Caltrans could design and construct all or part of the project.

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternative formats, please write to Caltrans, Division of Environmental Planning, Attn. Mr. Ronald J. Kosinski (address above).

Voice, or use the California Relay Service TTY number (800) 735-2929

07-LA-39 PM 40.00-41.60 and PM 43.00-44.44 07-133201

On State Route 39

The Roadway Rehabilitation project limits includes two main sections

Northern Section begins at the State Route 2/39 intersection and

ends one-mile south of the intersection

Southern Section begins 1.8 miles north of the Crystal Lake junction
and ends one-mile north on State Route 39

FINAL ENVIRONMENTAL ASSESSMENT/INITIAL STUDY (EA/IS)

Submitted Pursuant to: (State) Division 13. Public Resources Code (Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA Department of Transportation

Original signe	ed by Ron Kosinski March 28, 2003
Date of Approval	Ronald J. Kosinski
	Deputy District Director
	Division of Environmental Planning
	California Department of Transportation
	District 7 Los Angeles

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SCH No.: 2003021030

07-LA-39 PM 40.00-41.60 and

PM 43.00-44.44 07-133201

NEGATIVE DECLARATION (CEQA)

Pursuant to: Division 13, Public Resources Code

Project Description

California Department of Transportation (the Department or "Caltrans") proposes to repair 2 miles (approximately 1-mile at each section) of the closed highway located on State Route 39, 1.8 miles north of Crystal Lake Campground junction to State Route 2/State Route 39 junction at an elevation of approximately 6,000. State Route 39 Roadway Rehabilitation project limits includes two main sections; the northern section begins at State Route 2/39 junction and ends one mile south on State Route 39; and the southern section begins 1.8 miles north of State Route39/Crystal Lake junction and ends 1.6 miles north on State Route 39. The project proposes to clear 23 culverts of rock materials, build 4 new retaining walls, install four new gates, widen shoulder at the State Route 2/39 junction, install new metal-beam guardrails and repave the roadway on the northern and southern closed sections. The proposed project is situated within the San Gabriel Mountains and extends along the ridgeline of Mount Islip on the northern section of State Route 39 within the Angeles National Forest.

Determination

An Initial Study has been prepared by Caltrans. On the basis of this study, it is determined that the proposed project will not have a significant effect upon the environment for the following reasons: (1) the proposed project will not significantly affect topography, seismic exposure, floodplains, wetlands, or water quality; (2) the proposed project will not significantly affect natural vegetation, sensitive, endangered, or threatened plant or animal species, or agriculture; (3) the proposed project will not significantly increase amounts solid waste or increase the consumption of energy and natural resources; (4) the proposed will not uncover hazardous waste; (5) the proposed project will not significantly affect air quality; (6) the proposed project will not significantly affect acquisition of significant amounts of property; (8) the proposed project will not significantly affect aesthetics, parklands, open space, or cultural, paleontological, historic, or scenic resources.

Ronald J. Kosinski, Deputy District Director

Division of Environmental Planning

California Department of Transportation, District 7

PROJECT SUMMARY

The California Department of Transportation proposes to repair 2 miles (approximately 1-mile at each section) State Route 39 closed segments which begins approximately 1.8 miles north of State Route 39/Crystal Lake Campground junction and ends at State Route 2 (Angeles Crest Highway)/ State Route 39 junction at an elevation of approximately 6,000. The project proposes to clear 23 culverts of rock materials, build 4 new retaining walls, install four new gates, widen shoulder at the State Route 2/39 intersection, install new metal-beam guardrails and repave the roadway on the northern and southern closed sections. Maintenance of the drainage inlets will allow partial opening of the road at each end of the closed segments with the center segment (Snow Springs Slide: area outside this project limits) still remaining closed to the public. The project would provide improved access for search and rescue activities by the Los Angeles Sheriff's Department, Angeles National Forest personnel, and other emergency personnel.

Two Alternatives are proposed. The build alternative requires building 4 new retaining walls and rehabilitating the highway to Caltrans standards in order to provide a safe access onto State Route 39. The no build alternative would leave the highway in its current condition.

Biological resources within the project area are a concern since the project is located within the Angeles National Forest. Several comprehensive biological studies focusing on sensitive, endangered, and threatened species have taken place and the results indicated that no sensitive biological resources were located within the Area of Potential Effect (APE). Although adjacent areas may contain sensitive biological resources, including a possible wildlife crossing area at Snow Spring Slide (area outside of this project limits). Impacts to the wildlife crossing area may not be significantly impacted since Best Management Practices (BMP: See Section 4.2 Summary of Measures to Minimize Harm) will be implemented. In addition due to the specific movement of bighorn sheep and other larger mammals and their keen ability to cross at Snow Springs Slide Area, impacts to the movement of these species would be minimal; since the Snow Springs Slide Area is outside of the current Roadway Rehabilitation project limits.

Based on the findings of Environmental Assessment/Initial Study (EA/IS), this Department adopted a Finding of No Significant Impact (FONSI)/Negative Declaration (ND) in accordance with the National Environment Policy Act (NEPA) and the California Environment Quality Act (CEQA).

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1.0 PURPOSE AND NEED

1.1 Introduction

The California Department of Transportation proposes to improve access and safety at the closed section of State Route 39 (San Gabriel Canyon Road). The project is located within the Angeles National Forest under federal jurisdiction of the United States Forest Service. Therefore, a combined effort with the United States Forest Service (USFS) and State of California has been on going to satisfy the requirements under NEPA.

California Department of Transportation proposes to repair 2 miles (approximately 1-mile at each section) of the closed highway located on State Route 39, 1.8 miles north of SR-39/Crystal Lake Campground junction to State Route 2 (Angeles Crest Highway) & State Route 39 intersection at an elevation of approximately 6,000. The project proposes to clear 23 culverts of rock materials, build 4 new retaining walls, install four new gates, widen shoulder at the State Route 2/39 intersection, install new metal-beam guardrails, and repave the roadway on the northern and southern closed sections. The project is situated within the San Gabriel Mountains and extends along the ridgeline of Mount Islip on the northern section of State Route 39 (Figure 2).

1.2 History

State Route 39 is as a two-lane highway connecting the San Gabriel Valley to the Angeles Crest Highway. The section of State Route 39 between Crystal Lake Road and State Route 2 was built by convict labor and was opened in 1961. The highway provides access to the recreational areas at the San Gabriel Mountains, Falling Springs, as well as other areas within the Angeles National Forest (See Figures 1 & 2). This road has remained closed since 1978 from approximately 1.8 miles north of Crystal Lake junction to State Route 2/39 junction. Closure of the road was mainly due to erosion, frequent landslides, and forces of nature. The primary reason for the road closure was due to sections of the highway eroding, especially at the Snow Spring Slide (area outside of this project limit). Erosion is a persistent problem that is triggered by water collecting on the road and thus erodes portions of the highway. A primary reason for the highway eroding is due to water collecting on the roadway because culvert inlets overflow and water consequently may cause the highway to erode. A secondary cause for road closure is due to recurring geological activities, such as landslides, severe winter storms, and floods. These problems have kept the road closed to the public; since existing conditions are not safe and do not meet Caltrans standards.

In 1978, a landslide occurred on Route 39 at Snow Springs during heavy winter storms, completely obliterating the highway at that location. For the purpose of public safety, the roadway was closed at a snow gate located 1.6 miles south of the landslide at Snow Springs. The highway was kept closed at that time due to denied funding for repairs from the Federal Highway Administration.

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In 1987, a maintenance service road was opened between the north end of the landslide at Snow Springs and State Route 2 to provide access to drainage structures that needed to be cleaned. In 1990, another service road was opened for maintenance vehicles between the south end of the landslide at Snow Springs and 1.8 miles north of Crystal Lake Road.

This required blasting large rocks that had fallen from the cliffs above the road. All the drains were cleaned, berms were built to channel the water runoff, and cracks in the pavement were repaired to protect the roadway from further damage. At various locations, benches were cut and slide material was used to fill these benches to build up the width of the roadway. This level of maintenance repairs, which began in the fall of 1994, has continued each succeeding year.

The Department's maintenance personnel currently maintain this section of State Route 39. The roadway remains closed to the public and is only accessible for emergency and maintenance purposes. A temporary maintenance road has been built at the Snow Springs slide allowing for emergency and maintenance vehicles to traverse the entire length of the roadway. Several smaller landslides have caused the erosion of parts of the roadway width at various locations. Large rock chutes, combined with a huge amount of snow pack runoff, make this roadway susceptible to further damage.

1.3 Purpose of the Project

Caltrans is proposing proposes to repair 2 miles (1-mile each section) of the closed highway located on State Route 39, 1.8 miles north of Crystal Lake Campground junction to the State Route 2 (Angeles Crest Highway) & State Route 39 intersection at an elevation of approximately 6,000. The project proposes to clear 23 culverts of rock materials, build 4 new retaining walls, install 4 new gates, widen shoulder at the State Route 2/39 intersection, install new metal-beam guardrails, and repave the roadway on the northern and southern closed sections. Maintenance of the drainage inlets will allow partial opening of the road at each end of the closed section with the center section (Snow Spring area) still remaining closed to the public. In addition, it will provide improved access for search and rescue activities by the Los Angeles Sheriff's Department, Angeles National Forest personnel, and other emergency personnel. The purpose of this project is to repair the existing facility and provide a safe travel-way for emergency and governmental personnel.

The purpose of the project is as follows:

- The proposed project would preserve the integrity of the existing highway and prevent further deterioration of the highway
- Provide a safe access for Caltrans maintenance crews, USFS, Los Angeles County Public Works and other city personnel that may utilize the highway for entrance into State Route 2.
- Provide improved access for emergency personnel including Los Angeles Sheriff Department and forest service personnel performing search and rescue activities within the Angeles National Forest.

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1.4 Need for the Project

State Route 39 over the years has continually had rockslides, floods, and other geological activities that have damaged the highway; these areas need to be repaired in order preserve the existing highway. The existing highway is utilized by county, state, and forest service personnel to connect to State Route 2 for emergency, maintenance, or other activities; therefore, it is required that the State of California provide a safe highway. In order to provide a safe highway certain construction activities must be completed, that will include clearing 23 culverts of rock materials, building 4 new retaining walls, installing two new gates, widening shoulder at the State Route 2/39 intersection, installing new metal-beam guardrails, and repaving the roadway on the northern and southern closed sections. The completion of the Roadway Rehabilitation Project will repair the roadway and will delay further degradation of the highway. By completing this project, the road and specifically the drainage inlets will be restored, repaired, and able to function as they were originally designed. Figure 3 illustrates the existing conditions of the drainage structures, which have been clogged by rocks and debris and have become severely damaged over the years by falling rocks. After this proposed project is completed, Caltrans will perform regular maintenance work activities in order to prevent the long-term accumulation of sediment and rock material within the culvert inlets

The need for this project are as following:

- The proposed project would greatly improve response time for fire suppression.
- In addition, it will provide improved access for search and rescue activities by the Los Angeles Sheriff's Department, Angeles National Forest personnel, and other emergency personnel.
- Caltrans, USFS, and emergency personnel would use the northern and southern sections to transverse the area for maintenance and emergency purposes. If the current Roadway Rehabilitation project were not completed, continued weathering would undermine the highway, consequently placing Forest Service and maintenance personnel on an unstable roadway.
- Culvert inlets will be cleared, restored, and repaired, thus, restoring the holding capacity and intended purpose of the culverts.
- Clearing accumulated sediment will ensure the unimpeded gravity flow of water away from the roadway and into the drains and further prevent the existing highway from being taken out by torrents of water.

3

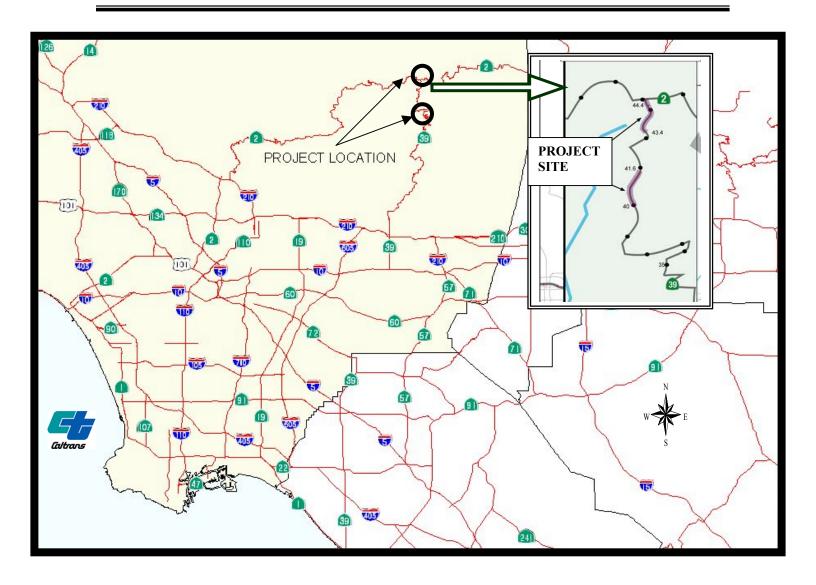


Figure 1: Project Map

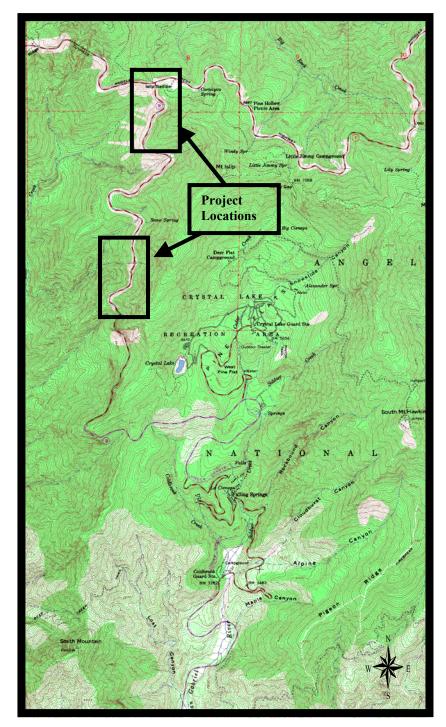


Figure 2: Crystal Lake 7.5 USGS Quadrangle Map
Township 2 North Range 9 West, Sections 3-10 and 15-18
Township 3 North Range 9 West, Sections 7-10; 15-18; 19-22; and 27-34

Figure 3. Existing Conditions of Drainages





DRAINAGE 10 PM 40.94

DRAINAGE 14 PM 41.36



DRAINAGE 15 PM 41.43



DRAINAGE 16 PM 41.53

2.0 ALTERNATIVES INCLUDING THE PROPOSED PROJECT

2.1 No Build Alternative

The no-build alternative proposes to maintain the existing conditions of the roadway without any improvements. This alternative is not consistent with the long-term objective of improving the overall operation and safety for highways within the State of California. The existing roadway in its current condition is inconsistent with Caltrans' goal of providing and improving mobility across California. In addition, it will not protect California natural resources and will not provide a safe and efficient work environment for Caltrans maintenance crews, emergency service personnel, and recreational users of the Angeles National Forest.

This alternative was not recommended since it would not:

- Comply with providing a safe and adequate roadway for county, state, and forest service personnel.
- Provide a safe and efficient work environment for Caltrans' employees.
- Provide improved access for emergency personnel performing search and rescue activities.
- Allow for improved access into additional recreational acres for the public.
- Clear accumulated sediment to ensure the unimpeded gravity flow of water from the roadway and prevent further erosion of the roadway.

2.2 Build Alternative

The Roadway Rehabilitation Project is the preferred alternative. This project proposes to repair and rehabilitate two segments of State Route 39 between 1.8 miles north of Crystal Lake Road and State Route 2/39 intersection. The proposed project will restore this roadway width to current Caltrans standards, restore and rehabilitate the aged pavement, and add guard railing for safety. The proposed repairs are described as follows:

- A four-inch layer of asphalt will be placed on top of existing pavement to rehabilitate the existing roadway making it more resilient to the anticipated additional traffic flow.
- Four new retaining walls will be constructed at various locations. The first three walls, located in the southern segment, are areas where the roadway was partially eroded due to landslides. The fourth wall, located in the northern segment, is to establish a standard width of roadway near State Route 2/39 intersection.
- Existing drainage structures will be cleaned of rocks and debris so that they function as originally designed. Drainage structures will also be repaired from damage caused by frequent rock falls.
- Metal beam guard railing will be constructed along the embankment at various locations for the safety
 of motorists.
- Four new road closure gates will be installed.

The proposed project work activities will be limited to the prism of the road and no access roads will be needed to complete anticipated project activities. The type of equipment that will be used for the proposed project includes a backhoe, bulldozer, haul truck, dump truck, water tanker, and other equipment. It is desired that project activities begin in the summer of 2004 and extend approximately for a total of 100 working days.

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<u>Impacted Area (see Appendix H):</u>

Drainage	Approximate PM	Drainage	Approximate PM
1.	39.99	13.	41.11
2.	40.11	14.	41.36
3.	40.26	15.	41.43
4.	40.32	16.	41.53
5.	40.43	17.	43.55
6.	40.52	18.	43.69
7.	40.60	19.	43.75
8.	40.68	20.	43.82
9.	40.74	21.	43.97
10.	40.94	22.	44.09
11.	41.01	23.	44.25
12.	41.01		

New Road Gate Closures Locations

Lower closure gate
 Upper closure gate
 PM 41.30 (southern section)
 PM 43.80 (northern section)

2.3 Status of Other Projects or Proposals in the Area

The following are Caltrans projects on State Route 39 that are in various stages of planning:

- Project 1: Project work includes the removal of existing columns and replacement of columns at the North Fork of the San Gabriel River Bridge #53-2244 in order to prevent scouring of the bridge.
- Project 2: Project work includes reconstruction of 9 feet in diameter, horseshoe shaped culvert at Brown's Gulch.
- Project 3: USFS/Caltrans Memorandum of Understanding (MOU) for Culvert Cleaning. Caltrans would like to establish a comprehensive and inclusive permit of all maintenance activities within State Route 39.
- Project 4: The Long-term Highway Re-opening Project currently has 5 alternatives, including realigning the roadway at Snow Spring Slide and installing retaining walls & metal beam guardrails. This re-opening project is estimated at 20+ million dollars, and with the current state budget there is no funding source for this project now or in the foreseeable future.

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3.0 AFFECTED ENVIRONMENT

3.1 Topography

The project study area is comprised of a two lane portion on State Route 39 that extends for approximately 6.2 miles from just north of the Crystal Lake turnoff to the Angeles Crest Highway at Islip Saddle (Figure 2). The road has only minor elevational increases (from 5,400 feet to 6,640 feet) as it progresses to Islip Saddle.

The majority of the area east of the road consists of rugged steep cliffs formed when the road was blasted or graded into the hillside. These cliffs may extend over 100 feet above and have slopes exceeding 100%. The main interruption in this cliff face are a number of drainages that occur along this route, and these form small to large openings in the cliff faces. The slopes are generally covered with a yellow pine forest or canyon live oak woodland. However, the scree chutes drainages are often composed of very loose cobbly to gravel material that has little vegetative cover.

3.2 Geology

The project site is found on the Crystal Lake 7.5 USGS Quadrangle Township 3 North, Range 9 West in Sections 17, 18, 19, 20, and 30. This roadway has had a history of closures due to historic landslides and numerous slipouts. One of the major slides occurred at the Snow Spring Slide (area outside of current project) before 1973, causing major damage to the roadway and covering the entire roadway with rock debris. Slides are evidently caused by excessive amount of perched water on the roadway. Consequently, it may be assumed that excessive rain/snow may cause severe erosion problems of the road and eventual landslides, such as the Snow Springs Slide, which eroded sections of the highway. Since this major landslide and additional smaller scaled landslides and/or slipouts have occurred, the road has remained closed to the public.

The geological features of the highway include construction on the west-facing slope of Mount Islip with an elevation increase from 5,400 to 6,640 feet. The site is underlined by Cretaceous age granitic rock. This rock is intensely to moderate fractured and the bedrock is covered in most places by a thin layer of soil and/or colluvium. The geology of the highway consists of quartz diorite (Mesozoic granitic rocks) at the north and south end of the highway, and a small area of Pleasant View Ridge gabbro to the northwest of the highway, at Islip saddle. Granitic rocks are found at the upper and lower ends of this road segment.

This section of the highway is between two major faults, the San Andreas and the San Gabriel. The project site is approximately 5 miles (8 km) north of the San Gabriel Fault and 7 miles (11 km) south of the San Andreas Fault. The Maximum Credible Earthquake on either side one these faults is expected to produce an acceleration of 0.5g at the site.

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3.3 Hydrology

The project site is located within an area that contains several natural springs and streams that run along side the roadway. These waters collect in the drains and flow into the canyons below; at the present time; the water flow has been obstructed, causing further erosion of the highway. Erosion occurs since the natural flow of water has been blocked and cannot flow into the canyons below. Since the drains are clogged the water overflows onto the roadway, causing severe landslides and degradation of the roadway. This problem causes instability and landslides, which flow into debris tracks that have been formed over several years.

The highway crosses a number of debris tracks (See Appendix C). Debris tracks are steep areas at which water or other materials flow. Six major debris tracks converge on the roadway in the area of Snow Spring. The debris tracks are narrow ravines (less than 50 feet (15 meters) wide) that run down the slope and water and other material collect in the debris tracks; such as runoff from rainfall and snowmelt flows. Heavy runoff move large boulders and other rock material down slope and into the canyon. Accumulated sediments from the debris tracks have plugged the culverts and the runoff has overtopped and eroded the highway. Over the past years the culvert inlets have not been cleared and have become plugged, causing the road to flood during heavy rains.

3.4 Water Resources

This segment of State Route 39 extends along the ridgeline of Mount Islip, within the drainage area of Bear Creek. The highway is adjacent to the San Gabriel Wilderness area, which includes most of the watershed of Bear Creek, and is 2.3 miles west of the boundary of the Sheep Mountain Wilderness area. Other important geographical features in the region include North Fork of the San Gabriel River and the Coldbrook Creek tributary. Figure 2 illustrates the drainages within the project site.

The road consists of roughly seven ephemeral and perennial drainages that cross State Route 39. Many of these drainages form large chutes, both above and below the existing highway. Two perennial springs are found at Snow Spring Slide area and an unnamed perennial spring is found on the Crystal Lake 7.5 USGS Quadrangle Section 17, which is on the north facing slope. Smaller seeps are also found alongside this route, although some do not contain water during drier years.

Groundwater or subsurface perched water may be encountered during construction but it is highly unlikely. If water from dewatering and/or construction activities is encountered, it should be tested to determine the level of contaminants. If the water is below the surface water standard, it could be discharged into the San Gabriel River using the National Pollutant Discharge Elimination System (NPDES) Permit from the Regional Water Quality Control Board (RWQCB). If the water is contaminated, it will be transported to a Treatment Storage and Disposal Facility (TSDF). Due to the limited space of the area, it will not be possible to have a treatment unit at the project site. However, the project will implement Best Management Practices (See Section 4.2 Summary of Measures to Minimize Harm) and a Storm Water Pollution Prevention Plan (SWPPP) (supplemented by the contractor that may be hired for the proposed project) to ensure water quality is not impacted by project activities.

3.5 Biological Resources

The proposed project site is generally located at the upper-most edge of the San Gabriel Canyon in the San Gabriel Mountains. The project area is composed mostly of a mixed evergreen forest and montane chaparral vegetation. The area is within oak woodland and conifer forest. The dominant tree species include canyon oak, big-cone Douglas fir, Jeffrey pine, white fir, and interior live oak. Understory species include chamise, mountain mahogany, manzanita, and several species of Ceanothus (Please see Appendix B for a complete list of flora and fauna identified). The area is divided into several plant communities.

3.5.1 *Plant Communities*

The dominant plant communities present along this stretch of highway, include lower montane coniferous forests (yellow pine forests), canyon live oak woodland, riparian herb and scrub, mixed montane chaparral, and ruderal. Plant communities are divided into associations that have been described sufficiently and repeatedly in several locations.

Lower Montane Coniferous

The characteristics and species composition of the Lower Montane Coniferous is characterized by a number of pine and fir species including Ponderosa pine, sugar pine, white fir, incense cedar, Coulter pine, and big-cone Douglas fir. Canyon live oak is also an important element of this community. The shrub layer is composed of curl-leaf mountain mahogany, Parry's mazanita, coffee berry, rubber rabbit brush, Sierrra gooseberry, and California bricklebush. In higher elevations, snow bush was a common shrub and great basin sage was occasionally found in the openings of the tree cover. The understory contains a number of grass species and golden yarrow, naked-stemmed buckwheat, western wallflower, Martin's paintbrush, short-stemmed buckwheat, Grinnell's penstemon, happy plant, late lupine, and California fuchsia. Common grasses in this were cheat grass, Malpais blue grass, California brome, and squirreltail.

Canyon Live Oak Woodland

Portions of the slopes below the highway are dominated by stands of canyon live oak with only minor amount of pine or big-cone Douglas fir species in the overstory. The shrub layer consists of curl-leaf mountain maghoney, rosemary flat-topped buckwheat, rubber rabbitbrush, snow bush, and chaparral yucca. In the openings and beneath these shrub characteristics herbaceous species were Martin's paintbrush, happy plant, Malpais blue grass, giant blazing star, California brome, prickly phlox, cheat grass, Davidson's buckwheat, speckled-pod rock cress, Parish's tauschia, and naked stemmed buckwheat.

Mixed Montane Chaparral

Montane chaparral is generally uncommon, but scattered throughout the project area, principally west of the existing road. This community is comprised of southern deer brush, Parry's mazanita, chaparral yucca, rosemary flat-topped buckwheat, poddle-dog bush, and curl-leaf mountain mahogany. Canyon live oak was also found in this community, but does not dominate the overstory cover.

The understory is comprised of Martin's paintbrush, Grinell's penstemon, cheat grass, white everlasting, golden yarrow, Malapias blue grass, giant blazing star, foxtail fescue, Davidson's buckwheat, splendid gilia, cobweb thistle, prickly cryptantha, field suncup, and strigose lotus.

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Riparian Herb and Scrub

Several of the ephemeral drainages and seeps contained a herbaceous riparian community. This habitat was characterized by dense growths of durango root and sedges. Other species in these areas were scarlet monkey flower, green willow herb, hooker's evening primrose, California goldenrod, showy monkey flower, blue wild rye, cheat grass, and cudweed.

The scrub habitat was found along the two perennial springs and some of the larger drainages along the project area. This community consists of dense stands of arroyo willow, narrow-leaved willow, mulefat, Mexican elderberry, pipesteam virgin's bower, and pink-flowered currant. Less common species included alder, California bay laurel, and Fremont cottonwood. Some of the drainages contained a white alder scrub, but these communities were confined to portions of the drainages below the existing roadway. Herbaceous species in these riparian areas included sedges, scarlet monkey flower, showy monkey flower, California goldenrod, durango root, Greene's cinquefoil, Hooker's evening primrose, green willow herb, and white yarrow.

Ruderal

The area adjacent to State Route 39 contained a number of introduced annual species that would be anticipated in these disturbed sites. Typical species included cheat grass, Jerusalem oak, ripgut brome, yard knotweed, jimson weed, summer mustard, Russian thistle, weedy cudweed, and Indian tree tabacco. A number of native species have taken advantage of the open, sandy soils found beside the road and are common in these open habitats. Characteristics roadside species included rubber rabbitbrush, Parish's buckwheat, prickly poppy, California evening primrose, hairy yerba santa, naked-stemmed buckwheat, California bricklebush, rosemary flat-topped buckwheat, Davidson's buckwheat, white yarrow, splendid gilia, California fuchsia, happy plant, Mojave linanthus, and rock buckwheat.

3.5.2 Wildlife Communities

Wildlife present in the area includes Nelson bighorn sheep, bobcat, deer, several spices of birds, and a variety of insectivores and carnivores (Please see Appendix B for a complete list of wildlife identified). Surveys for non-sensitive wildlife species were conducted simultaneously with the protocol surveys for sensitive species. Prior to initiating field surveys, a literature review was conducted which included a search on the California Natural Diversity Database, California Native Plant Society, and US Forest Service, and US Fish and Wildlife Service for sensitive, endangered, or threatened species within the project limits. In addition, habitat, optimal survey period, and known presence were also identified. Information was obtained from protocol studies and documentation prepared by biologists who have previously conducted research within the project limits.

Several botanical and wildlife assessments have been conducted along the entire length of the closed section in order to determine the biological impacts by the proposed project. Results of these studies indicated that no sensitive biological resources including threatened or endangered species appear to be within the Area of Potential Effect. This conclusion is based on a survey of project plans, review of the Crystal Lake USGS quadrangle map, several field surveys, biological reports from experts, survey of aerial photographs, and search of the Department of Fish and Game's California Natural Diversity Database (CNDDB) for the project area. There are, however, sensitive biological resources located within close proximity of the project area, in addition to a probable wildlife corridor located at the Snow Spring slide area.

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Mammal Species

Mammals present within the adjacent areas include deer, shrews, moles, bears, squirrels, raccoons, and sheep (Please see Appendix B for a complete list of species). Large mammals particularly bighorn sheep have been observed crossing the narrow, 2-lane road and appear to have acclimated well to the presence of the abandoned roadway with limited vehicle usage; and it may be a possibility that the area has become a Wildlife Corridor, specifically Snow Spring Slide (area outside the project limits). Consequently, a study to evaluate large mammal activity along State Route 39, with particular attention on bighorn sheep has been on going and has a tentative schedule of completion by July 2010. The wildlife corridor study will be conducted over several phases. These phases will include monitoring the roadway before the road is opened, during, and after the road has been opened for a period of five years. Once the first phase (before the road is opened) of the studies is completed, this will provide plans to mitigate for any impacts to the movement of animals across this road.

Reptile Species and Amphibian Species

The reptiles and amphibian species identified with the Area of Potential Effect were western toad, western fence lizard, side-blotched lizard, southern alligator lizard, and western rattlesnake. The lack of water presence at culvert inlets and unsuitable habitat for amphibians reduced the number of sensitive species within the project limits. During the surveys, sensitive, threatened, and endangered amphibians species were not identified within the Area of Potential Effect due to the marginal habitat present. Some sensitive species have or may have historically occurred within the project impact area in the past, although, no sensitive species will be impacted as a result of project activities. Suitable habitat for sensitive species was not present within the project limits.

Bird Species

Bird species identified within the project limits were several including hawks, falcons, quails, hummingbirds, and swallows among others. These bird species were seen flying through the area. Several general and focused avian surveys were conducted along State Route 39 that had similar findings. The biological analysis concluded that no sensitive biological resources including threatened or endangered species appear to be within the Area of Potential Effect.

Protocol surveys for the federally and state listed endangered Southwestern willow flycatcher and least Bell's vireo were conducted and focused on surveying potential habitat that included a small area 600 feet below State Route 39 approximately 250 yards in length and 5 meters wide located at Snow Spring Slide (area outside project limits). The area contained White Alder Riparian Habitat and contained small amounts of willow habitat which represents marginally suitable habitat, since these bird species usually do not nest in narrow, linear riparian habitat less than 10 meters wide.

The results and conclusion of several studies (Bloom, P., Myers, S.J., and House, D.) determined while none of the roadside habitat can be considered potential Southwestern willow flycatcher and least Bell's vireo breeding habitat, migratory individuals presumably move this area. Although due to the elevation ranges it is unlikely this species utilize this area for migration. Elevation ranges and lack of habitat for the species is not adequate for these bird species to thrive in a healthy environment.

3.6 Air Quality Characteristics

The proposed project is located in the South Coast Air Quality Management District (SCQAMD) that administrates the Clean Air Act. The SCQAMD is responsible for monitoring air quality in the South Coast Air Basin, which include the counties of Los Angeles, Orange, San Bernardino, and Riverside. The proposed project on State Route 39 is a HA-12 project where funding is provided with state only dollars and will only involve federal participation through United States Forest Service (federal lead agency for the proposed project).

The Clean Air Act Amendments (CAAAs) of 1990 require that transportation plans, programs, and projects which are funded by or approved under Title 23 U.S.C. or Federal Transit Act conform with state and federal Air Quality Plans. In order to be found in conformance, a project must come from approved transportation plans and programs such as State Implementation Plan (SIP), Regional Transportation Plan (RTP), and Regional Transportation Improvement Plan (RTIP). The project is currently listed within the 2002 State Highway Operation & Protection Program. This program is listed in SCAG's RTIP for the Fiscal Year 2000/2001-2005/2006 under "Lump Sum at Various Locations in Los Angeles County-Operations Projects". Federal approval of the RTIP was achieved on October 2000; ensuring project's conforming to the CAAAs of 1990. The proposed project is exempt from all air quality analysis according to Table 2 of 40 CFR 93.126, since it is funded as a safety project. However, the exempt status may be revoked if the Metropolitian Planning Organization in consultation with the local air district, the California Air Resources Board (CARB), the Department, EPA (Environmental Protection Agency), and FHWA (Federal Highway Admistration), concur that this project has potential adverse local and/or regional emissions impacts for any reason.

3.7 Noise

Under the Federal Noise Control Act of 1972 and Title 23, *Code of Federal Regulations*, Part 772 (23 CFR, Part 772), "Procedures for the Abatement of Highway Traffic and Construction Noise" sets forth traffic noise abatement procedures. It requires that a determination be made as to whether a project would significantly affect ambient noise levels of adjacent areas. If a substantial increase in noise levels would constitute a significant effect, mitigation measures are required. Likewise, according to Caltrans Noise Policy (Policy and Procedure Memorandum P74-47, Freeway Traffic Noise Reduction, September 24, 1974) a determination must also be made with significant noise effects, mitigation measures must also be incorporated into the project.

Construction noise is only substantial in short-term, non-significant occurrences, such as during pile driving, crack/seal (which will not occur in this project) and pavement rehabilitation operations. Standard Specifications (Section 7 and 42) and Standard Special Provisions provide limits on construction noise levels and are used as appropriate. Normally, construction noise levels should not exceed 86 dBA (Lmax) at a distance of 15meters.

The proposed project is located within the Angeles National Forest within undeveloped land. The serenity and tranquility are of extraordinary rarity. The area serenity serves as an important public use feature and the preservation of these qualities is essential if the area is to continue to serve its intended purpose. The increases in noise levels will not create an adverse impact, and furthermore a noise studies determination indicates that no significant noise impacts will be incurred from the proposed project on recreational activities or other public uses of the area.

3.8 Hazardous Waste

The Site Investigation and geotechnical recommendations prepoared for this project indicated that no known hazardous waste material within, or adjacent to the proposed project areas. There is no potential for aerially deposited lead (ADL) or contaminated soil, because of low average daily traffic, short opening period, lanslides, erosion, and other geological factors. The potential for groundwater or perched water contamination is not present. However, if groundwater or perched water is encountered during dewatering and/or construction activities. There may be a need to test the level of contaminants at that time. The test results will be used to apply for the NPEDS Permit from Regional Water Quality Control Board (RWQCB).

3.9 Community Setting

The Angeles National Forest is situated approximately 2 hours from Los Angeles Basin and its primary function (among others) is to provide recreational activities for the public and to provide a biological setting for over 30 endangered, threatened, and sensitive species. Recreational activities include skiing, hiking, camping, and other public uses. Many of the users of the forest are people that enjoy outdoor activities and enjoy the forest experience as a change from the daily pressure of urban life. The proposed project is located in a rural area within the Angeles National Forest. There are no residential neighborhoods and would not result in the displacement of housing or residential population.

Environmental Justice

This project has been developed in accordance with the Civil Rights Act of 1964, as amended, and Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations." The Executive Order requires each federal agency (or its designee) to take the appropriate and necessary steps to identify and address 'disproportionately high and adverse' effects of federal projects on minority and low-income populations.

Title VI (see Appendix G) requires that no person, because of race, color, religion, national origin, sex, age, or handicap, be excluded from participation in, denied benefits of, or be subjected to discrimination by, any federal aid activity. Executive Order 12898 broadens this requirement to mandate that disproportionately high and adverse health or environmental impacts to minority and low-income populations be avoided or minimized to the extent possible. Based on the profile and demographics of the proposed project area no minority or low-income populations have been identified that would be adversely affected by the proposed project under Executive Order 12898.

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3.10 Historical and Archaeological

Cultural resources comprise an irreplaceable and nonrenewable resource with historical and archaeological significance. Cultural resources are defined as buildings, sites, areas, architecture, memorials, and objects having scientific, historic, or social value. Human activity in the project area has been documented as occurring as early as 4,000 to 7,000 years ago. However, the majority of the prehistoric use in the area has occurred within the last 2,000 years. Although it is not known who were the earliest inhabitants of the Forest, yet the earliest dated cultural resource site in the San Gabriel Mountains has been dated back to approximately 5,000 years old.

A Historic Property Survey Report (HPSR) was completed on July 17, 2001, and indicated that there were no known archaeological or cultural resources within the Area of Potential Effect. The HPSR details cultural resources studies undertaken within the Area of Potential Effects (APE). Consequently, a Negative Archaeological Survey Report was completed. The project's APE contains only rockwalls or structures previously determined ineligible for the National Register of Historic Places. The Department through USFS concurrence has determined that the project will have a no effect on these resources. The State Historic Preservation Officer concurred as required by Section 106 of the National Historic Presentation Act. Confirmation was received from the USFS for the APE boundaries, and the finding that there are no properties eligible for listing in the National Register of Historic Places. Coordination with local organizations and tribal groups was also undertaken.

If cultural materials are discovered, all construction related activity ceases. A Caltrans District 7 archaeologist must then be notified to mitigate impacts to the resource and evaluate the nature and significance of the findings (Caltrans Environmental Handbook 1991, Volume 2). Once this step is taken, construction may resume only after the approval of a Caltrans Archaeologist.

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4.0 ENVIRONMENTAL EVALUATION

Technical studies were conducted to provide background data and to assist in evaluating the environmental consequences of the proposed project. The following studies are incorporated by reference into the document.

Biological Assessment/Biological Evaluation	April 30, 2003
Natural Environmental Study Report	June 1, 2002
Cultural Resources Assessment (Archaeology)	July 17, 2001
Cultural Resources Assessment (Architectural History)	July 17, 2001
Geotechnical Report	April 13, 2000
Air Quality Analysis	April 13, 2000
Preliminary Environmental Analysis Report	April 5, 2000
Hazardous Waste Evaluation	March 20, 2000

4.1 Environmental Factors Potentially Affected

A checklist was used to identify physical, biological, social and economic factors, which may be impacted by the proposed project. In many cases, the technical studies conducted for this project indicate the project activities would not affect a particular item. The checklist achieves the important statutory goal of integrating the requirements of CEQA and NEPA with the environmental requirements of other laws.

Title 14. California Code of Regulations Section 15064 provides the basic guidance for lead agencies in determining the significance of a project's effects and requiring mitigation to reduce the effect to less than significant in order to prepare a negative declaration. The checklist provides optional tools to assist Caltrans in determining the significance of particular effects.

The environmental factors checked below would be potentially affected by this project, involving impacts that are "Less Than Significant Impact" as indicated by the checklist on the following pages.

	Aesthetics		Agricultural Resources		Air Quality
\boxtimes	Biological Resources	\boxtimes	Cultural Resources	\boxtimes	Geology / Soils
	Hazards & Hazardous Materials		Hydrology / Water Quality		Land Use / Planning
	Mineral Resources		Noise		Population / Housing
	Public Services		Recreation		Transportation / Traffic
	Utilities / Service Systems (Beneficial: see Aesthetics)		Mandatory Findings of Significand	е	

4.1.1	AESTHETICS	5			
Would the Project:		•		Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a sce	enic vista?				\boxtimes
The proposed project would result in the clea impacted area is adjacent to the roadway and the perimeter of the site include vegetation covistas located in the immediate project area.	not visible to the	he motoring	public. Th	ne visual feat	ures along
		significant Impact	Less Than Significant With Mitigation		No Impact
b) Substantially damage to scenic resourd but not limited to, trees, rock outcropping buildings within a state scenic highway?	, ,				
There are no scenic resources in the proposed eligible as a scenic highway and thus not an of as an official scenic highway, but no work is resources would occur.	ficially designat	ed highway.	State Rou	te 2 has been	designated
c) Substantially degrade the existing visual quality of the site and its surroundings?	al character or				
Roadway travelers will not see changes on the public. Removal of vegetation will only inclu vegetation is anticipated to be removed. These visual resources would occur.	de dead plant d	ebris from t	he blocked	drainages and	d no native
d) Create a new source of substantial light of adversely affect day or nighttime views in		ould 🗌			
The proposed project and all construction acti source will be included as part of the project, and/or street lights as a result of increase motori	no impacts are	expected. 1	No increase		

4.1.2 AGRICULTURAL RESOURCES

4.1.2	AUNICULI UNAL KE	OUNCES			
In determining whether impacts to are significant environmental effect refer to the California Agricultural Site Assessment Model (1997) pre Dept. of Conservation as an option assessing impacts on agriculture the project:	cts, lead agencies may Land Evaluation and pared by the California nal model to use in		Less Than Significant With Mitigation		No Impact
a) Convert Prime Farmland, Farmland of Statewide Imp shown on the maps prepared p Mapping and Monitoring Pro Resources Agency, to non-agri	oursuant to the Farmland ogram of the California	s d			
The proposed project limits are not would not result in the conversion of would occur as a result of the project	of prime farmland to non-				
b) Conflict with existing zoning t Williamson Act contract?	or agricultural use, or	a 🗌			
The proposed project site is not loc agricultural use areas. Therefore, cagricultural land would not occur.					
c) Involve other changes in th which, due to their location o conversion of farmland to non-	r nature, could result in				
The proposed project site is not loca changes to the existing environment non-agricultural use. Therefore, no it	regarding farmland and v	vould not res	fult in the co	nversion of fa	

4.1.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	,	Less Than Significant With Mitigation	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			

The proposed project would be constructed in the South Coast Air Quality Management District. The project area is in a Federal non-attainment area for ozone, carbon monoxide, and for respirable 10-micron diameter particulate (PM-10). Air quality analysis indicated that the proposed project would not have an adverse effect on existing and future pollutant levels.

Short-term air quality impacts, due to implementation of the proposed project, could occur during construction on a local scale. Construction impacts could include airborne dust from grading, dirt hauling, and gaseous emissions from heavy equipment, delivery and dirt-hauling trucks, employee vehicles, paints and coatings. Localized operational impacts, i.e., carbon monoxide or PM 10 levels that exceed state or federal standards, could occur due to the use of motorized equipment.

Air Resource Board requirements indicate that hot spot analyses are not required for temporary increases in emissions, due to construction-related activities. The proposed project is exempt from all air quality analysis according to Table 2 of 40 CFR 93.126, since it is a safety project. However, the exempt status may be revoked if the Metropolitan Planning Organization (MPO) in consultation with the Air Quality Management District, the California Air Resources Board (CARB), Caltrans, EPA, and FHWA concur that this project has potential adverse local and /or regional emissions impacts for any reason.

Measures to Minimize Harm

- 1) Project construction would be conducted in accordance with all federal, state and local regulations that govern construction activities and emissions from construction vehicles.
- 2) Pregrading/excavation activities would include watering the area to be graded or excavated before commencement of grading or excavation activities.
- 3) All trucks would be required to cover their loads as required by California Vehicle Code § 23114.

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4)	All grading and excavation material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, would be treated to prevent fugitive dust. Treatment would include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering should be done as often as necessary and reclaimed water used whenever possible.							
5)	Equipment idling time would be minimized.							
6)	Equipment engines would be maintained in good conspecifications.	dition and i	n proper tun	e as per man	ufacturers'			
			Less Than Significant With Mitigation		No Impact			
any nor am em	sult in a cumulatively considerable net increase of criteria pollutant for which the project region is n-attainment under an applicable federal or state bient air quality standard (including releasing issions that exceed quantitative thresholds for precursors)?							
	roject would not generate cumulative impacts to air of ed project; and it would not result in a net increase of O ₃		n constructio	n and operat	ion of the			
	oose sensitive receptors to substantial pollutant ncentrations?	t 🗆						
•	oposed project will not expose any residential receptors t and within the national forest.	to pollutants	since the pro	oject is located	d in a rural			
	eate objectionable odors affecting a substantial imber of people?	I 🗌						
involv activiti	g construction, exhaust emissions from diesel-powered exing use of materials such as asphalt and coatings courses would be short-term and are not expected to affect a ion of the proposed project is not expected to generate of ple.	ld create of substantial	bjectionable number of pe	odors. How eople at any g	ever, such given time.			

4.1.4. BIOLOGICAL RESOURCES

Would the project:		Less Than Significant With Mitigation		No Impact
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
Based on the findings in the Natural Environmental Study R project would have a no effect on state or federally listed numerous sensitive plants are located adjacent to the projedisturbances to these plant communities. At this time, no in result of the project activities.	threatened ect site me	or endanger easures will	red species. be taken to	Although avoid all
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	. <u> </u>			
The project is located within the transition area between oak we the California Department of Fish has been on going to esta California Endangered Species Act. No impacts will result construction activities or other related activities. U.S. Fish an evaluated the project. There are no riparian habitat or other slimits. No impacts to sensitive biological resources will result.	ablish mitiga to endange d Wildlife S	ntion measur red or threa Services has	es and to contened species been contacte	mply with from the d and has
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				
The presence of wetlands within the culvert inlets or immediate	ly adjacent to	o the project	were not iden	tified.

Would the project:		Less Than Significant With Mitigation		No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<u> </u>			
The project site may provide a wildlife corridor that lir specifically for the Nelson's bighorn sheep population to expopulation range in Southern California is concentrated in the San Bernardino Mountains. The bighorn sheep population was, considered the largest single sheep population in California is concentration was, considered the largest single sheep population in California therefore have been sited with primary concentration wilderness) and the upper East Fork of the San Gabriel Mountain Wilderness). The San Gabriel bighorn sheep population to travel from the Twin Peaks to the Iron	xchange get he eastern S in the Sar ifornia (Ste ns in the E River and Oulation may	netic materia San Gabriel Magnesson, J. Bear Creek of Cattle Canyon utilize the	al. The bigh Mountains ar ountains is, o et. al 1999). drainage (Sar on (both in t	orn sheep nd eastern or at least Several n Gabriel he Sheep
Nelson bighorn sheep utilize certain sections of the abandone North Fork San Gabriel River and into the Iron Mountains. bighorn sheep are likely to cross at Snow Springs. Impacts to since Snow Springs is outside of the proposed project limit 2001/2002 bighorn sheep were observed crossing at Snow Spections. According to several studies the bighorn sheep utilize the two mountain ranges. It is highly unlikely these species use fact that adult ewe isolate themselves in steep rocky areas before sheep utilize the abandoned roadway to enter into the North lambing; but maybe for foraging and to exchange genetic mater bighorn sheep due to work being conducted within the closed set.	Prelimina o the moven its. During prings more e the closed e the highwa re and after h Fork San rial. Althou	ry data indiction of the slope the prelimited frequent, consection to tray during large giving birth. Gabriel Riving indirect in	cated the morneep would be nary visual sompared to or ansverse backabing seasons. It is likely the react for brompacts may re-	vement of e minimal urveys of ther study and forth due to the at bighorn reeding or ssult to the
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				
Coordination with the Angeles National Forest is necessary and to endangered and threatened species. Biological Assessment was submitted to the District Ranger in order to evaluate the biological resources within the project limits.	t/Biological	Evaluation h	nas been comp	pleted and
Invasive Species				

Caltrans issued a memorandum dated October 29, 1998, which promotes prevention and control of the introduction and spread of invasive species. Species that are not native to California shall not be used for

planting in Caltrans right of way due to potential adverse effects on native ecosystems.

f) Conflict with the provisions of an adopted Habita Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habita conservation plan?	1			\boxtimes			
The proposed project will be constructed within the perimeters and specifications of the Angeles National Forest Land and Resources Management Plan. The proposed project would not conflict with the provisions of the Forest Land and Management Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.							
4.1.5 CULTURAL RESO	U RCES						
Would the project:		Less Than Significant With Mitigation		No Impact			
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?							
A Historic Resource Evaluation Report for the Proposed Improvements of State Route 39 was completed on July 17, 2001. The results indicate that no unique historic resources were identified within the project area. A search of existing databases revealed that the proposed project area contains no historic structures. No demolition of existing structures is planned, therefore, no impacts on historic resources are expected.							
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	• 🗆						
A Negative Historic Property Survey Report completed in July 2001 indicated that no cultural resources were identified directly within the Area of Potential Effect. A Negative Archaeological Survey Report was completed which found that no known archaeological resources exist directly within the Area of Potential Effect (APE).							
c) Directly or indirectly destroy a unique paleontologica resource or site or unique geologic feature?	ı 🗆			\boxtimes			
Given that this project will have limited excavation, significant impacts to paleontological resources are not anticipated. No paleontological resources will be destroyed either directly or indirectly by the proposed project. There are no unique geological features that would be destroyed either directly or indirectly by the proposed project.							
d) Disturb any human remains, including those interrections outside of formal cemeteries?	ı 🗆			\boxtimes			
No cemeteries or known archaeological sites containing human remains have been identified in the project area. However, if human remains were encountered, all legally required protocol would be followed. A Negative Archaeological Survey Report found no known archaeological sites exist directly within the APE for this project.							

Measures to Minimize Harm

- 1. As a standard practice, if cultural materials are encountered during construction work, all activity in the area will halt until a Caltrans archaeologist can evaluate the nature and significance of the finding.
- 2. Any mitigation required for "late discovery" finds will be conducted with coordination with the SHPO and USFS archeological staff, and will comply with all applicable laws.
- 3. If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code 5097.98.
- 4. Any mitigation required for "late discovery" of human remains will be conducted in accord with the Native American Graves and Repatriation Act as well as all other applicable laws.

4.1.6 GEOLOGY AND SOILS

Would the project:		Less Than		No		
 a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 	Impact	Significant With Mitigation	Significant Impact	Impact		
b) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	 					
Implementation of the project would require minimal excavarical collection facilities. Grading would result in minor changes to several geological/seismologic reports of the area, the potential to be a significant hazard for this project. The construction of the existing environmental conditions.	o surface to for ground r	pography. I upture is sma	Based on the all and is not c	review of considered		
c) Strong seismic ground shaking?						
The project site is located in a seismically active area of Southern California. To reduce the risks from potential seismic hazards to acceptable levels, the project would be designed and constructed in accordance with applicable seismic standards and building codes.						
d) Seismic-related ground failure, including liquefaction?						
Groundwater may be encountered during construction (not foreseeable) but the potential for liquefaction was found to be negligible.						

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Would the Project:	•	Less Than Significant With Mitigation		No Impact			
e) Landslides?			\boxtimes				
Landslides and debris track are an occurrence on State Route 39. Project repairs may minimize the damages unto the roadway by repairing the culvert inlets and building retaining walls. The completion of the project may minimize roadway damages since the culvert inlets will be cleaned and restored to intended holding capacity. In addition, the road rehabilitation project may further stabilize the existing highway.							
f) Result in substantial soil erosion or the loss of topsoil?			\boxtimes				
Existing culvert inlets have reached their holding capacity, and therefore cannot retain erosion material or rock materials from the steep cliffs above the highway. Erosion is of great concern in this area, since this de-stabilizes the roadway making it unsafe to the public and Caltrans maintenance personnel. The proposed project would repair and clean the drainages and restore their intended holding capacity, thus enabling the culverts to collect erosion material and further prevent flooding of the highway and maintain the stability of the roadway. Compliance with National Pollutant Discharge Elimination System (NPDES) permit requirements for erosion control and implementation of sediment control measures such as Best Management Practices (BMPs) would reduce potential impacts. Consequently, significant soil erosion and loss of topsoil during construction is not anticipated. Once completed, the proposed project would benefit emergency and forest service personnel and people looking to enjoy the forest, by providing a safe roadway on which to travel.							
g) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<u> </u>						
The project site will continue to degrade and further erode and become unsafe for any human activities if the road is not repaired in the near future. By upgrading the drainage facilities the roadway will fulfill the long-term objective of improving the overall operation and safety for roads in California. The existing roadway in its current condition is inconsistent with Caltrans's goal of providing and improving mobility across California. In addition it will not protect California's natural resources and provide a safe and efficient work environment for Caltrans employees. The potential for lateral spreading, subsidence, liquefaction, or collapse is considered to be negligible.							
h) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks of life or property?							
Expansive soils are characterized by their ability to undergo significant change (shrink or swell) due to variations in moisture content. Changes in soil moisture content could result from rainfall, landscape irrigation, utility leakage, and/or perched groundwater and may result in unacceptable settlement or heave of structures, concrete slabs supported on these materials. The soils at the project site							

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are non-expansive.

i)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?						
	ne proposed project would not result in the generation of additional project proposed will not include any new centre tenks	tional waste	water or a ne	ed for new se	ptic tanks.		
11	ne project proposal will not include any new septic tanks.						
4.	1.7 HAZARDS AND HAZARDOU	IS MATER	IALS				
W	ould the project:		Less Than Significant With Mitigation		No Impact		
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?						
fee	azardous waste will not be transported from the proposed proderal, state, and municipal laws will regulate the transport of e not considered significant.						
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?						
A Hazardous Waste Clearance Report dated August 4, 1999 indicated that there is no potential of hazardous contaminates within the project site							
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	_					
No	o schools exist within a one-quarter mile radius of the propose	d project sit	e.				

Would the Project:		Less Than Significant With Mitigation		No Impact		
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment)?	<u> </u>					
The proposed project site is not located on a list of hazardous r Code Section 65962.5.	naterials site	es compiled p	oursuant to Go	overnment		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project?	<u> </u>					
The proposed project is not located within 2 miles of an airport.						
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?						
The proposed project would not be located in the vicinity of a proposed project would not be located in the vicinity of a proposed project would not be located in the vicinity of a proposed project would not be located in the vicinity of a proposed project would not be located in the vicinity of a proposed project would not be located in the vicinity of a proposed project would not be located in the vicinity of a proposed project would not be located in the vicinity of a proposed project would not be located in the vicinity of a proposed project would not be located in the vicinity of a proposed project would not be located in the vicinity of a proposed project would not be located in the vicinity of a proposed project would not be located in the vicinity of a proposed project would not be located in the vicinity of a proposed project would not be located in the vicinity of a project would not be located in the vicinity of a project would not be located in the vicinity of a project would not be located in the vicinity of a project would not be located in the vicinity of a project would not be located in the vicinity of a project would not be located in the vicinity of a project would not be located in the vicinity of a project would not be located in the vicinity of a project would not be located in the vicinity of a project would not be located in the vicinity of a project would not be located in the vicinity of a project would not be located in the vicinity of a project would not be located in the vicinity of a project would not be located in the vicinity of a project would not be located in the vicinity of a project would not be located in the vicinity of a project would not be located in the vicinity of a project would not be a project	rivate airstrij	o.				
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			\boxtimes			
The proposed project is not expected to interfere with an adopted emergency plan or evacuation plan. The proposed project would improve fire access into the Angeles National Forest and further serve as a roadway for fire and rescue personnel. The proposed project would greatly improve response time for fire suppression.						
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?						
The proposed project is located in the Angeles National Forest that does not contain any housing developments. This area is prone to forest fires and by completing the project and rehabilitating the roadway it will facilitate access for fire and rescue personnel in case of any emergency. Exposure to people or structures to a significant risk of loss, injury, or death involving wildland fires is not anticipated.						

7.1.0 HIDROLOGI AND WALL	EK QUALI	17					
Would the project:		Less Than Significant With Mitigation		No Impact			
a) Violate any water quality standards or waste discharge requirements?							
If groundwater or surface water is encountered (highly unlikely) during construction activities, then it will be necessary to obtain a National Pollution Discharge Elimination System Permit in order to comply with all mandated requirements from the Regional Water Quality Control Board.							
Measures to Minimize Harm1. The monitoring of groundwater contamination should conquality Control Board.	ontinue as n	nandated by	the Regional	Water			
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	t — a e						
The proposed project would not deplete groundwater supplies such that there is a net deficiency in the aquifer volume or lowering of the local groundwater table level.							
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on-or offsite?	• _						
The proposed project will not enlarge or alter the existing pattern of the present drains. The only change that may occur is to restore the original holding capacity of the existing culverts. Currently water flows into the canyon below, since the water over flows from the culverts and floods the highway. However, given the number of drainages, which will be repaired, it may cause the same amounts of water and runoff to flow in a different direction; such that the water flows into its intended culvert inlets and eventually into the canyon below. The project will comply with NPDES permit erosion control measures and thus significant impacts are not anticipated.							

Some soil loss would occur as a result of grading and surface disturbance. The type and degree of soil loss depends on the extent of erosion control measures and final project design. With proper erosion control and runoff management plans, these impacts would be reduced.

Short-term construction impacts to water quality would result. This temporary impact would occur during construction periods, and is not considered an adverse impact to water quality. Excavated materials and related earthwork activities from additional sections of depressed alignment have the potential to increase erosion. These conditions may exist intermittently until the project is completed, and permanent slope protective measures are established.

Would the project:	•	Less Than Significant With Mitigation		No Impact	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite?))				
The proposed project would include improving the drainage sy volumes. The proposed project would not alter the course of an implementation of the project is not considered significant. The beneficial floodplain values.	ny river or st	tream. The r	isk associated	with	
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?)				
Due to the locality of the project site, additional sources of polluted runoff would not increase since pollution sources are not present. The proposed project would include improving the drainage systems to accommodate any anticipated runoff volumes. The proposed project will not result in an increase in surface water runoff, since the present water flows over the culverts and into the canyon below.					
Measures to Minimize Harm					

1) A Water Pollution Control Plan would be developed by the contractor, and approved by Caltrans and the state and federal resource agencies. This plan would incorporate the resource agency approved methodology as well as all other appropriate techniques for reducing impacts to water quality.

The plan would incorporate control measures in the following categories: soil stabilization practices, sediment control practices, sediment tracking control practices, wind erosion control practices, non-storm water management, waste management, and disposal control practices.

Would the project;		Less Than Significant With Mitigation		No Impact
f) Otherwise substantially degrade water quality?				\boxtimes
Activities associated with discharged pollutants would be limite the plantings. Since this project is within the roadway there w into the adjacent stream.				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<u> </u>			
The proposed project is within the Angeles National Forest a site. No impacts are anticipated.	and no hous	ing units are	e within the p	roject
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				
The proposed project does not involve the construction of Therefore, no impacts are anticipated as a result of project imple		thin a 100-y	vear flood ha	zard area.
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				
The project site is not located within a dam or levee inundation	area. Theref	Fore, no impa	cts are anticip	ated
j) Inundation by Seishi, tsunami, or mudflow?				
The proposed project is not located near any large lakes or water bodies, so inundation by a Seishi would not occur. Due to the proposed project area's inland location, the area would not be exposed to earthquake-induced sea waves called tsunamis, nor would inundation by mudflow be likely.				

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4.1.9 LAND USE AND PLA	ANNING				
Would the project:	•	Less Than Significant With Mitigation		No Impact	
a) Physically divide an established community?				\boxtimes	
The proposed project would not divide an established community. Implementation of the highway rehabilitation will not result in disproportionately high or adverse impacts on minority or low-income neighborhoods or communities. No denial or substantial delay in the receipt of benefits from Caltrans programs, projects, policies, or activities would occur (See Title VI statement in Appendix G)					
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	, J				
The proposed project would comply with the guidelines of the Management Plan.	ne Angeles N	National Fore	est Land and	Resources	
c) Conflict with any applicable habitat conservation plar or natural community conservation plan?	n 🗆			\boxtimes	
The proposed project would not conflict with any habitat conse. Therefore, significant impacts are not anticipated as a result of proposed project.			inity conservat	tion plans.	

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4.1.10 MINERAL RES	OUK	CES				
Would the project:			Less Than Significant With Mitigation		No Impact	
a) Result in the loss of availability of a known mine resource that would be of value to the region and residents of the State?						
The proposed project is located within the Angeles Nation purposes. There are no known mineral resources in the imm					ecreational	
b) Result in the loss of availability of a locally import mineral resource recovery site delineated on a lo general plan, specific plan, or other land use plan?						
The proposed project site is not delineated as a mineral resor	urce 1	recovery sit	te on any loca	al land use pla	ns.	
4.1.11 NOISE	Z.					
Would the project result in:			Less Than Significant With Mitigation		No Impact	
a) Exposure of persons to or generation of noise levels excess of standards established in the local generation or noise ordinance, or applicable standards other agencies?	eral					
The proposed project will not expose persons or result in the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.						
b) Exposure of persons to or generation of excess ground-borne vibration or ground-borne noise levels						
Construction of the proposed project would be the loudest single noise source in the vicinity of the project during the removal of the large boulders within the drainages and construction phase. Significant impacts to sensitive noise receptors from grading and paving are not anticipated.						

Wo	ould the project result in:		Less Than Significant With Mitigation		No Impact
•	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				
Rej	fer to 4.1.11 a)				
-	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				
cha	nstruction of this project would require the use of tracteristics. Typically, construction equipment ranges from se levels in the 80-decibel range to a jackhammers at over	om concrete	e mixers and		
Me	asures to Minimize Harm				
1)	All diesel equipment should be operated with closed eng recommended mufflers.	ine doors ar	nd should be	e equipped wi	th factory
2) For all noise-generating construction activity on the project site, additional noise attenuation techniques should be employed, as needed and feasible, to reduce noise levels. Such techniques may include, but are not limited to, the use of sound blankets on noise generating equipment and construction of temporary sound barriers between construction sites and nearby sensitive receptors.					
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				
The proposed project is not located near an airport. The proposed project would not expose people residing or working in the project area to excessive noise levels from airport facilities.					
•	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				
The	e proposed project is not located within the vicinity of a priva	te airstrip.			

4.1.12	POPULATION AND H	OUSING			
Would the project:			Less Than Significant With Mitigation		No Impact
a) Induce substantial populati directly (for example, by p businesses) or indirectly extension or roads or other	proposing new homes and y (for example, through	_			
The proposed project is located housing units or housing develop developments. For these reasons increase in population.	oments. The area is forest-prot	ected land t	hat may not	allow any nev	w housing
b) Displace substantial num necessitating the construct elsewhere?	bers of existing housing, tion of replacement housing				
The proposed project would not would be no residential relocation proposed project.	1 1	-			
c) Displace substantial numb the construction of replacer					\boxtimes
There would be no residential or	business displacements resulting	g from the p	proposed pro	ject.	

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4.1.13 **PUBLIC SERVICES** Would the project: Potentially Less Than Less Than No significant Significant Significant **Impact Impact** With **Impact** Mitigation a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: Fire protection? \boxtimes The proposed project consists of rehabilitating the drainages and sections of the roadway to meet current Caltrans design and safety standards. The project does not include new residential, commercial, or industrial development that could increase the need for fire protection services. \boxtimes Police protection? The project does not include new residential, commercial, or industrial development that could increase the need for police protection services. Schools? \boxtimes The project does not propose any residential uses; therefore, no increase in student enrollment would occur as a result of the project. XParks? The proposed project would improve facilities for recreational activities for public use. Upgrading sections of the roadway would improve access into the area and provide the public further recreational uses of the Angeles

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National Forest.

4.1.14 RECREATION	V			
Would the project:		Less Than Significant With Mitigation		No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	_			
Since the proposed project is within the Angeles National I development or an increased demand for local and regional park		ill not inclu	de any new	residential
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				
The proposed project would not include or require the construct	ion or expar	nsion of recre	ational facilit	ies.
4.1.14 TRANSPORTATI	ION/TRAF	FIC		
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?				
Increase in traffic that is substantial in relation to the existing to not be noticeable. The implementation of the proposed project gates will be maintained in current locations, no increase in vehiclevels are not expected to substantially change.	would not in	ncrease traffi	c in the area.	As access
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<u>—</u>			
The project would not exceed the level of service standard establisher. Forest.	olished by the	ne county or l	by the Angele	s National

Would the project:	•	Less Than Significant With Mitigation		No Impact
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				
The proposed project would involve rehabilitating drainages and	d would not	impact air tra	affic.	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				
The proposed project does not include sharp curves or other significant hazards.	r design fea	tures that ar	re expected to	result in
e) Result in inadequate emergency access?				\boxtimes
Once completed, the proposed project would improve access consequently, it may have a beneficial effect on emergency response		rea for fires	and rescue	personnel;
f) Result in inadequate parking capacity?				
Parking capacity at this time is sufficient and the proposed projection	ect would no	t impact park	king capacity.	
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				
The proposed project would comply with the guidelines of th Management Plan.	e Angeles N	National Fore	est Land and	Resources

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4.1.16 UTILITIES AND SERVICE SYSTEMS

			Less Than Significant With Mitigation		No Impact	
a) Exceed wastewater treatment requirements of applicable Regional Water Quality Control Board?	the					
The proposed project does not include the addition of new v	wast	ewater; ther	refore, no imp	pacts would o	ccur.	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause signific environmental effects?	ant				\boxtimes	
The proposed project would not cause expansion of water or	r was	stewater fac	ilities.			
c) Require or result in the construction of new stormwadrainage facilities or expansion of existing facilities, construction of which could cause signification environmental effects?	the					
The proposed project would only repair and restore the holding capacity for rock and other erosion materials of the existing drainages but not increase capacity of the existing facilities. The proposed project would repair the drains to accommodate anticipated runoff from the project activities. Significant impacts are not anticipated.						
d) Have sufficient water supplies available to serve project from existing entitlements and resources, or new or expanded entitlements needed?						
Minimal amounts of water would be consumed during cons project. Impacts on water supply would be insignificant. No						

Would the project:		Less Than Significant With Mitigation	Less Than Significant Impact	No Impact		
e) Result in a determination by the wastewater treatment provider that services or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	: 					
The proposed project does not include the construction of newastewater. No noticeable impacts would occur.	ew developr	nent that wo	ould generate	increased		
Would the project:						
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?						
Construction of the proposed project would result in creating construction debris requiring disposal. This one-time impact is not expected to significantly affect the capacity of local landfills.						
g) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?						
The proposed project would comply with all applicable fede waste.	ral, state, ar	nd local stati	utes in relatio	n to solid		

4.1.17 MANDATORY FINDINGS OF SIGNIFICANCE

	,	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				

The proposed project would have no substantial effect on biological resources, nor would it adversely affect cultural resources. As analyzed and discussed in checklist items (#4), the proposed project area did not contain any sensitive, endangered or threatened species that will result in a modification of its habitat. Refer to 4.1.4, 4.1.5, and Section 3.4.

The potential for a wildlife corridor within the APE is unlikely due to specific movement of large mammals occurring mostly at Snow Springs (area outside the project limits). According to preliminary studies completed by Caltrans in 2002. The proposed project activities are not anticipated to cause significant impacts that may reduce the number or restrict the range of a rare or endangered plants or animal communities. Although no direct impacts will result from the proposed project activities, minimization measures will be placed to accommodate changes due to construction activities. Including restricting construction activities to the highway to avoid bighorn sheep breeding season (early October through mid-December) and lambing season (mid April through mid-June); as not to disrupt the migration season for bighorn sheep. According to several studies the bighorn sheep utilize the closed section mostly to cross into the North Fork San Gabriel River and not necessarily for breeding or lambing. Although it is unlikely these species use the highway during lambing season due to the fact that adult ewes isolate themselves in steep rocky areas before and after giving birth.

Impacts to sensitive, endangered or threatened bird species will not result. According to recent studies completed by Peter H. Bloom (2001), southwestern willow flycatchers and least Bell's vireo, he concluded that important habitat characteristics were not found within the closed highway section. "In fact, most of the roadside vegetation was comprised of xeric adapted species (Yucca, mazanitas, etc.). While none of the roadside habitat can be considered potential breeding habitat, migratory individuals presumably move through this area." (Peter H. Bloom, 2001). Several other studies completed by Tierra Madre Consultants and by Debbie House in 1998 concluded similar findings regarding the lack of potential habitat for these bird species. It is highly unlikely these bird species may be found within the closed section due to the elevational ranges and lack of potential habitat.

Would the project:	,	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	, <u>—</u> I			

The CEQA Guidelines, Section 15130, states that "cumulative impacts shall be discussed when they are significant. The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project alone." As stated in Section 15355 of the State California Environmental Quality Act (CEQA) Guidelines:

"Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- (a) The individual effects may be changes resulting from a single project or a number of separate projects.
- (b) The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely, related past, present, and reasonably foreseeable probably future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

The proposed project would not result in cumulative impacts as outlined below. CEQA provides for various methods to achieve an adequate discussion of cumulative impacts:

- Geology and Soils: Seismic hazards are experienced throughout Southern California, including in the
 project area. With or without the State Route 39 Roadway Rehabilitation Project, people would be exposed
 to such hazards as fault displacement/ground rupture, seismic ground-shaking, liquefaction, differential
 settlement, subsidence, and landslides. The project would not increase or decrease these hazards, nor would
 it introduce additional population into an area where these hazards exist. Thus, the project would not
 contribute to cumulative geological or soils impacts.
- 2. <u>Land Use and Socioeconomic:</u> The proposed project of highway rehabilitation improvements would not contribute to land use impacts; since the landuse is a national forest.

The project would provide short-term employment opportunities (construction) and contribute to an overall increased economic activity in the long term by improving the safety and efficiency within the project area.

The disruption of traffic would not occur since all work would occur within the closed section of State Route 39. The project activities are a temporary occurrence and would not contribute to a cumulative impact.

3. Biological Resources:

The following are Caltrans projects on State Route 39 that are known to be in the planning stages:

- Project 1: Project work includes the removal of existing columns and replacement of columns at the North Fork of the San Gabriel River Bridge #53-2244 in order to prevent scouring of the bridge.
- Project 2: Project work includes reconstruction of 9 feet in diameter, horseshoe shaped culvert at Brown's Gulch.
- Project 3: USFS/Caltrans Memorandum of Understanding (MOU) for Culvert Cleaning. Caltrans would like to establish a comprehensive and inclusive permit of all maintenance activities within State Route 39.
- Project 4: The Long-term Highway Re-opening Project currently has 5 alternatives, including realigning the roadway at Snow Spring Slide and installing retaining walls & metal beam guardrails. The re-opening project is estimated at 20+ million dollars, and with the current state budget there is no funding source for this project now or in the foreseeable future.

The Roadway Rehabilitation Project being evaluated in this (EA/IS), when considered along with projects 1,2, & 3 above are collectively very low activities that will not have a cumulative impact within the vicinity of the project site. Cumulative impacts would not result; since these projects will not have a significant impact on threatened, endangered, or sensitive species.

Project 4, if added to the other actions, could increase cumulative impacts to a higher impact threshold. However because this Long-term Highway Re-opening Project lacks funding, its potential for implementation remains unlikely at this time and it cannot be considered as a realistic contribution to this cumulative impact scenario.

- 4. <u>Archaeological/Historical Resources:</u> No other projects are known that would affect cultural resources of the project area. Impacts of other projects are not an addition to those of the proposed project, such that cumulative impacts would occur.
- 5. <u>Hydrology</u>: The project site is located on an active geological area and several landslides and rock debris are a major concern to the stability of the roadway. Water is the major cause for this instability. Restoring and stabilizing the drainages and roadway would serve as a benefit and may decrease the continual impacts by erosion on the roadway. There would not be any cumulative impacts from this project since it will rehabilitate the drainages and provide a long-term benefit. As a result, the project would not contribute to cumulative impacts.
- 6. <u>Traffic and Transportation:</u> State Route 39 drainage rehabilitation project would have beneficial traffic and transportation impacts, and would not contribute to cumulative impacts.

7. <u>Air Quality:</u> As a result of the roadway rehabilitation project, the improvements would not have an impact on air quality, and would not contribute to cumulative impacts.

The Department is piloting a Contractor Off-Road Diesel Equipment Emission Reduction Program on a variety of projects around the State. The pilot projects will include incentives for the contractor to use cleaner off-road diesel equipment. The Department supports this pilot program that encourages our industry partners to participate in clean air efforts.

The Construction Division has a target of piloting the program on at least 20 projects in the No_x non-attainment areas in the State (Sacramento Valley, South Coast, and San Joaquin Valley). Additional criteria for selection of a project for inclusion in the program are those large earthwork and/or paving projects, requiring enough off-road diesel equipment to allow a contractor to potentially benefit from the clean-burning diesel engine incentive.

- 8. <u>Noise:</u> Noise-sensitive receptors adjacent to the project site would be temporarily exposed to construction equipment noise impacts. Temporary noise impacts related to this project would only occur during the daytime.
- 9. Water Quality: The drainage rehabilitation would result in restoring water capacity for the restored culverts. The drains will be able to handle large amounts of erosion material and water runoff during heavy rainfall seasons. This rehabilitation project would benefit this section of highway by providing an adequate drainage system which will further stabilize the roadway. Minimal impacts will result from this proposed project and in combination with other projects related to the State Route 39 in terms of water quality impacts to groundwater recharge.
- 10. <u>Hazardous Materials:</u> The proposed project would not contribute to any additional hazardous waste since no hazardous waste was identified in the preliminary investigations. This project would not contribute to cumulative impacts.
- 11. <u>Visual Resources:</u> Visual changes to the project site would not occur due to minimal impacts on the roadway. Improvements to the drainages would not contribute to cumulative impacts. The proposed project would enhance the visual character of the site by creating a safe roadway and the ability for the public to use a previously closed section of the roadway.

Would the project:		•	Less Than Significant With Mitigation		No Impact
c) Does the project have environmental effects the cause substantial adverse effects on human be either directly or indirectly?					
Construction and operation of the proposed project wangeles County and outer surrounding counties would include additional recreational areas, a connection personnel, and upgrading and restoring degraded and of the control of the proposed project wangeless and outer surrounding counties would be control of the proposed project wangeless and outer surrounding counties would be control of the proposed project wangeless and outer surrounding counties would be control of the proposed project wangeless and outer surrounding counties would be control of the proposed project wangeless and outer surrounding counties would be control of the proposed project wangeless and outer surrounding counties would be control of the proposed project wangeless and outer surrounding counties would be control of the proposed project wangeless and outer surrounding counties would be control of the proposed project wangeless and outer surrounding counties would be control of the proposed project wangeless and outer surrounding counties would be control of the proposed project wangeless and outer surrounding counties would be control of the proposed project wangeless and the project wangeless and the project wangeless and the project wangeless and the project wangeless are control of the project wangeless and the project wangeless and the project wangeless are control of the project wangeless and the project wangeless are control of the project wangeless and the project wangeless are control of the project wangeless and the project wangeless are control of the project wangeless and the project wangeless are control of the project wangeless and the project wangeless are control of the project wangeless are control of the project wangeless are control of the project wangeless and the project wangeless are control of the project wangeless and the project wangeless are control of the project wangeless are control of the project wangeless and the project wangeless are control of the project wangeless are control of the project wangeless are c	d benefit to the	from the Angeles	proposed Pro	roject. Bene	efits would
	ntially ficant ct	Less Tha Significa With Mitigatio	nt Signific Impact	ant Impac	ct
d.) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)					

The proposed project does not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals. On the contrary, the proposed project will improve safety and improve access into State Route 2. Highways are simply conduits that enable vehicular traffic to move from one point to another. A highway itself does not generate traffic, thereby generating more emissions. Traffic generators are residences, schools, businesses, shopping centers, manufacturing areas, recreational areas, etc. Thus, the proposed project will not have an adverse effect on, or result in the long-term deterioration of, ambient air quality. The proposed project will not induce or invite growth or development in or around the proposed project area; since it is located within a national forest.

4.2 Summary of Measures to Minimize Harm

Air Quality

- AQ-1 Project construction would be conducted in accordance with all state and local regulations that govern construction activities and emissions from construction vehicles.
- AQ-2 Pregrading/excavation activities would include watering the area to be graded or excavated before commencement of grading or excavation activities.
- AQ-3 All trucks would be required to cover their loads as required by California Vehicle Code 23114.
- AQ-4 All grading and excavation material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, would be treated to prevent fugitive dust. Treatment would include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering should be done as often as necessary and reclaimed water used whenever possible.
- AQ-5 Equipment idling time would be minimized.
- AQ-6 Equipment engines would be maintained in good condition and in proper tune as per manufactures' specifications.
- AQ-7 Daily removal of any spilled dirt onto surrounding paved roads.
- AQ-8 Cease grading and excavation activities when wind speeds exceed 25 miles per hour and during extreme air pollution episodes.

Biological Resources

- BIO-1 Equipment maintenance and repair items are to be placed on an area that will not impact the biological diversity of the area.
- BIO-2 Litter and pollution laws shall be followed by all personnel working within the project area.
- BIO-3 The damaged existing stone walls and railings should be repaired with local rocks so that a good match between the old and the new is achieved.
- BIO-4 All existing trees juxtaposed to construction areas shall be preserved and protected in place.
- BIO-5 Since the project area contains sections of steep and rugged terrain, ensure that Caltrans Best Management Practices associated with erosion and water quality are in place in order to avoid and minimize impacts to vegetation and water.
- BIO-6 Activities affecting drainages shall be conducted during the dry season to the extent possible.
- BIO-7 If water is present within a drainage area, efforts shall be made to minimize potential sediment discharge into the water by using standard techniques such as silt fencing, water diversion, and sediment traps.
- BIO-8 No construction debris, trash, etc., shall enter the water and will be disposed of properly.
- BIO-9 Post construction landscaping with native vegetation may be required dependent on the Resident Engineer during construction.
- BIO-10 A Caltrans biologist will monitor the activities to ensure that impacts to the water and vegetation are minimized to the extent possible. The biologist will remain in contact with the United States Forest Service in order to keep them apprised of project activities. If the biological monitor discovers any sensitive plants within the proposed work area, the area will be fenced off to avoid impacts to sensitive species within the area of impact.

- BIO-11 If grubbing of plants is required during bird nesting season, then surveys for nesting birds will be conducted within thirty days prior to work. Work is herein defined as any activity including any preparation for work such as storage of materials, debris basins, access routes and other work.
- BIO-12 If a protected native nest is found, Caltrans should delay all clearance/constriction disturbance activities in suitable nesting habitat within 300 feet of the nest (within 500 feet for raptor nests) should be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting.
- BIO-13 The four plant species of special interest are to be avoided during project construction. The locations of these four plant species of special interest will be noted in final project plans and referenced when developing grading plans and conditions for this project. Localities of the Gray monardella, species determined as occurring closest to the roadway shoulder, should be marked in the field. The marking should be a 5' or higher plastic pipe sleeve over a 3' piece of rebar with the result that the locations of the plants are more visible to construction crews in the field.
- BIO-14 Equipment storage, fueling, staging areas, and storage of hazardous materials will be located at the roadway level with minimal risks to downslope areas (specifically the riparian corridor at Snow Springs).

Cultural Resources

- CUL-1 As a standard practice, if buried cultural materials are encountered during construction work in the area will halt until a Caltrans archaeologist can evaluate the nature and significance of the find.
- CUL-2 If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code 5097.98.

Hydrology and Water Quality

- WQ-1 Monitoring of groundwater contamination should continue as mandated by the Regional Water Quality Control Board.
- WQ-2 For project constructed in a total disturbed area of less than one (1) acre (.405 hec), use WPCP and SSP 07-340.
- WQ-3 For projects with a total disturbed area more than one (1) acre (.405 hec), use SWPPP, SSP 07-345 and an NOC.
- WQ-4 A Water Pollution Control Plan would be developed by the contractor, and approved by Caltrans and the state resource agencies. This plan will incorporate the resource agency approved methodology as well as all other appropriate techniques for reducing impacts to water quality.
- WQ-5 The plan would incorporate control measures in the following categories: soil stabilization practices, sediment control practices, sediment tracking control practices, wind erosion control practices, non-storm water management, waste management and disposal control practices.
- WQ-6 Upon construction, necessary precautions, and procedures, outlined in Caltrans Best Management Practices (BMP) pertaining to the disposal of debris and activities affecting water quality would be implemented. It is anticipated that incorporation of these BMPs would further reduce possible impacts of the water quality. Further information pertaining water quality may be found on the Caltrans Web Page (www.dot.ca.gov/hq/env/stromwater/index.htm).

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- WQ-7 No asphalt will be dumped on the shoulder areas of the roadway where the potential exists for it to end up within the downslope areas of Bear Creek.
- WQ-8 Equipment will not be operated in areas where water is present, except in cases of emergency, herein defined as potential imminent loss of life or property. If work must be conducted, then the appropriate agencies will be notified. It is not anticipated that water will be diverted during project construction activities.
- WQ-9 A Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Prevention Plan (WPPP) will be developed and implemented for the project including above items as required during the year. The SWPP permit will be required from the Regional Water Quality Control Board.

Noise

- NOI-1 All diesel equipment shall be operated with closed engine doors and shall be equipped with factory recommended mufflers.
- NOI-2 For all noise generating construction activity on the project site, additional noise attenuation techniques should be employed, as needed and feasible, to reduce noise levels. Such techniques may include, but are not limited to, the use of sound blankets on noise generating equipment and construction of temporary barriers between construction sites and nearby sensitive receptors.

USFS: Angeles National Forest Service Land and Resources Management Plan

- ANF-1 The Forest Biologist, Caltrans biologist, and appropriate District Ranger will coordinate with Recovery Teams are to maintain current information in recovery plans for threatened and endangered species. Recovery plans will serve as the basis for management of these species.
- ANF-2 The Forest Service will develop and implement interim habitat management plans in cooperation with the USDI-Fish and Wildlife Service and the California Department of Fish and Game where approved recovery plans do not exist for federally listed threatened and endangered species inhabiting the Forest.
- ANF-3 Riparian Standards and Guidelines apply to the aquatic, wetland, and upland riparian zones whether mapped or not.ANF-4 Avoid new construction in riparian zones unless there is no practical alternative and there is a demonstrated need to implement the action. Construction and reconstruction of existing facilities cannot occur in a riparian zone.
- ANF-5 Practices and all necessary management activities will be applied to these areas that will prevent detrimental changes to water quality, aquatic flora and fauna, and/or hydrophytic vegetation within these areas, and adverse riparian area changes in water temperature, chemistry, sedimentation, channel blockages, and riparian-dependent resources can be protected.
- ANF-6 Any activity shall not result in more than 30% reduction in the potential ground cover vegetation at any given time. The 30% reduction may be adjusted downward if significant decline occurs in Management Indicator Species.

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- ANF-7 Mitigation measures may include one or more of the following, with the objective of no net loss of riparian acreage:
 - a. Restricted entry
 - b. Re-vegetation
 - c. Replacement of loss habitat
 - d. Maintenance of wildlife corridors
 - e. Public information and contact
 - f. Visitor capacity management
 - g. Relocation of incompatible facilities
- ANF-8 Coordination with Federal, State, local agencies will be done on a continuing basis to ensure that all activities are carried out in an environmental, social, and economically acceptable manner.
- ANF-9 The California Department of Transportation will coordinate project activities with the San Gabriel River Ranger District.
- ANF-10 Raw cement/concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic life, resulting from project related activities, shall be prevented from contaminating the soil and/or entering the drainage
- ANF-11 National Forest Management Act (NFMA) of 1976 states that fish and wildlife habitat shall be managed to maintain viable populations of existing native and desired nonnative vertebrate species in the planning area. For planning purposes, a viable population shall be regarded as one, which has the estimated numbers, and distribution of reproductive individuals to insure its continued existence is well distributed in the planning area. In order to insure that viable populations will be maintained, habitat must be provided to support, at least a minimum number of reproductive individuals and that habitat must be well disturbed so that those individuals can interact with others in the planning area (36 CFR 219.19).
- ANF-12 Diversity states in part: "Management prescriptions, where appropriate and to the extent practicable, shall preserve and enhance the diversity of plant and animal communities, including endemic and desirable naturalized plant and animal species" (36 CFR 219.27(g)).
- ANF-13 Construction window may be restricted to July 1-December 30 to avoid impacts to sensitive natural resources.
- ANF-14 Seasonal closures may be required to minimize "sensitive" wildlife disturbance/loss during critical breeding seasons where relocation is not possible. Resource damage will be mitigated and restoration implemented as needed.

Transportation

TNP-1 Provide and maintain a transportation system that ensures cost-effective support to resource protection management and makes travel enjoyable to users of the system.

Construction Site: Dust, Equipment, and Litter

- CNST-1 At the start of each workday before moving mechanical equipment, contractor and maintenance personnel shall look under it for animals (reptiles, amphibians, and mammals) that may use the equipment for cover.
- CNST-2 Maintenance and Construction equipment shall be checked and maintained daily by contractor so as to prevent leaks or other potential contamination problems.
- CNST-3 At the end of the day when operations are complete debris or trash shall be removed from the work area and properly disposed of by contractor. All personnel working within the project area will follow all litter and pollution laws.
- CNST-4 Contractor shall apply water or dust palliative to grades areas for the alleviation or prevention of dust nuisance. Daily removal of dirt spilled on to paved roads.
- CNST-5 Construction activities will be limited to daylight hours. Artificial lighting will ot be used to illuminate the project site during night hours.

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5.0 CONSULTATION AND COORDINATION

California Environmental Quality Act (CEQA) and National Environmental Quality Act (NEPA) regulations do not require an Initial Study/Environmental Assessment to include formal scoping procedures. However, scoping efforts were undertaken to comply with federal and state guidelines to ensure early consultation for this project to obtain the concerns of appropriate local, state, and federal agencies, and a public outreach was made.

What is Scoping?

Scoping is a process designed to examine a proposed project early in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) analysis and review process. Scoping is intended to identify the range of issues raised by the proposed project and to outline feasible alternatives or mitigation measures to avoid potentially significant environmental effects. The scoping process inherently stresses early consultation with local agencies, responsible agencies, review agencies, trustee agencies, tribal governments, and any federal agency whose approval or funding of the proposed project will be required for completion of the project.

Scoping is considered an effective way to bring together and resolve the concerns of other agencies and individuals who may potentially be affected by the proposed project, as well as other interested persons, such as the general public, who might not be in accord with the action on environmental grounds. Although similar in function, specific requirements may vary depending upon whether the environmental document to be produced is an EIS or EIR. If the document is intended to satisfy both requirements i.e., production of a joint EIS/EIR environmental document, the scoping process shall incorporate the requirements of both National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). The environmental document for this project is an EA/IS, not an EIS/EIR. NEPA and CEQA regulations do not require an EA/IS to undergo formal scoping procedures. Nonetheless formal scoping was undertaken to ensure all interested parties concerns were addressed and documented.

Formal scoping lets public officials and the public know of a proposed project early in development of the project in order to develop feasible alternatives that all concerned parties may agree to. Scoping to solicit comments and opinions for the proposed project were communicated through various channels. They consisted of letters to elected officials, government agencies, concerned citizens, and placement of advertisement in several community newspapers. A scoping notice was published in Los Angeles Times, San Gabriel Valley Tribune, and La Opinion (a Spanish language newspaper that serves Los Angeles County dated February 13, 2002). A description of the proposed project was published in Southern California Association of Governments (SCAG) Intergovernmental Review Clearinghouse Report for public review and comment on January 31, 2002. A scoping meeting was held on February 20, 2002 that invited elected public officials, resource agencies, and interested parties to ensure that concerns were addressed at an early stage of project development. The comments received from the meeting and the public were addressed and submitted into this document for reference.

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5.1 Scoping Comments

5.1.1 Scoping Meeting on February 20, 2002

Attendees:

Caltrans Staff

Gino Di Fabio, Project Engineer

Khan Hossain, Transportation Engineer

Luz A. Torres, Environmental Planner

Ron Kosinski, Deputy District Director: Division of Environmental Planning

Dan Sanchez, Area Superintendent: Altadena Maintenance Supervisor

Rich Haberlack, Caltrans Engineer

Paul D. Caron, Office Chief: Mountain Area Projects/Biological Services

Adam Sriro, Associate Archaeologist

Agency Officials

Barret H. Wetherby, San Gabriel Mountains Conservancy Group

Jonathan Synder, US Fish and Wildlife Service

Bruce Turner, California Highway Patrol: Baldwin Park

Comments	Responses
Why is the project being phased into two different but similar projects?	Funding was phased into two funding sources in order to secure monies for the total re-opening of the highway. At this time the Long-Term Highway Re-opening Project has not been funded and the project is being developed.
Is the road currently opened to emergency vehicles?	The road is maintained for all emergency vehicles. Although passage may not occur since at times due to rockslides and other landslide materials which may obstruct the roadway, temporarily delaying emergency vehicles from reaching State Route 2.
Recent traffic data needs to be incorporated into the Traffic Analysis since the current analysis is not representative of today's population utilizing that section of the road.	A complete traffic analysis will be completed before the entire roadway is opened to the public. This proposed project will maintain the existing highway as outlined in the project purpose and need.
When are drains cleaned?	Drains are cleaned on a need basis or during routine maintenance schedule.

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5.1.2 Comments Received from Public Agencies during Formal Scoping Period: February–March 2002

Comments	Responses
United States Department of Fish and Wildlife Service Concerns regarding potential impacts downstream to water quality and riparian habitat near Bear Creek. Specifically dealing with potential threatened and endangered species present in the adjacent areas.	Early consultation and coordination with USFWS determined that incorporation of BMP's and mitigation measures would reduce the level of impact to potential presence of endangered and threatened species in the adjacent areas to less than significant.
Angeles National Forest, District Ranger: Marty Dumpis Potential downstream impacts into Bear Creek tributaries and into the San Gabriel Wilderness including sedimentation and erosion materials	Early consultation with the ANF District Ranger and submission of Biological Assessment/Biological Evaluation will determine the potential impacts of Bear Creek tributaries and the San Gabriel Wilderness area.
State of California, Assemblyman 57 th District: Honorable Ed Chavez Supports the proposed project and would like to be kept updated.	Coordination with the Honorable Ed Chavez, and forwarded all relevant information regarding SR-39 projects.
Southern California Association of Governments Senior Planner: Jeffery M. Smith, AICP No comments were received since the project is not a regionally significant project per SCAG Intergovernmental Review Criteria and CEQA Guidelines Section 15206.	No response Required

5.1.3 Comments Received from Concerned Public during Formal Scoping Period: February–March 2002

Comments	Responses
Project cost exceeds project benefits	The proposed project cost is approximately \$3 million dollars. The cost is high due to the location of the project area and accessibility into the area. The benefits will include: better access for emergency personnel, improved recreational opportunities for Los Angeles residents.
Unstable and highly active geological area	The project area will continue to degrade and further erode resulting and becoming unsafe for any human activities if the road is not repaired as part of this project. By upgrading the drainage facilities the roadway will fulfill the long-term objective of improving the overall operation and safety for emergency crews and recreational users. The existing roadway in its current condition is inconsistent with Caltrans's goal of providing and improving mobility across California.
San Gabriel Wilderness contains sensitive biological resources	San Gabriel Wilderness and Sheep Mountain areas are adjacent to the project site and will have no significant impacts as a result of project implementation. Since the project will only impact drainages and the surface roadway. BMP's will ensure that any minimal debris from construction activities will not impact these sensitive biological resources.
Increase public use would destroy the natural resources present	The project site currently is being utilized by the public to hike, bike, and other recreational activities that do not require entry into the area with a vehicle. Increase use of the closed section of the highway would not significantly impact the natural resources in the area. Instead, the proposed project would benefit the public by providing a stable and safe area; and in general introducing more recreational opportunities for the public. The public may now enjoy the area by recreating on a safe and repaired highway. The increased usage of the road would not create a significant impact since the road may be closed without notice at any time due to winter closures or other related safety concerns.
Environmental Impact Report is necessary to evaluate all	EIR/EIS is not required at this time since the proposed project will not have significant impacts on the environment. Impacts incurred by the proposed project will be temporary.
significant impacts on the San Gabriel Wilderness and Sheep Mountain Wilderness areas.	(See 4.2 Summary of Measures to Minimize Harm). CEQA and NEPA guidelines indicate that an EIR/EIS is not required at this time since the impact s will not have a potentially significant impact on the environment.
	Caltrans and USFS have identified the appropriate level of environmental documentation for this project. Appropriate level of environmental documentation would be an Initial Study/Environmental Assessment, and with mitigation the result would most likely result in a Negative Declaration/Finding of No Significant Impact since all impacts have been

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mitigated to a level loss than significant.

5.2 Comments from Circulation of Draft EA/IS

The draft EA/IS document was circulated for public comment from February 5 to March 10 2003 and the public hearing was held February 27, 2003.

The public notification procedures shall be the same as done for scoping. Ads shall be placed in the same newspapers, and notification letters and flyers shall be sent to the individuals, elected and city officials, and responsible, review, and trustee agencies listed in Appendix E. Newspaper ads included publications in La Opinion, San Gabriel Valley Tribune, Penny Saver and Pasadena Star News.

Also, during the public comment period, copies of the EA/IS were available for review at the Caltrans District 7 Office located at 120 South Spring Street, Los Angeles, CA 90012, as well as a La Cañada Flintridge and Azusa Public Libraries.

The public hearing mentioned above allowed all interested and affected individuals and officials an opportunity to learn more about the proposed project, as well as to submit their formal questions and comments either in written or verbal form. The Public Hearing also allowed all concerned an opportunity to discuss certain design features of the project with Caltrans staff before the final design is selected. The tentative schedule for construction was also discussed.

The end of circulation for this Draft EA/IS formal comments were accepted, recorded, and addressed (see Appendix F2) in this final EA/IS. Written, emailed, phone calls and faxed comments were accepted as formal comments, as will the written and verbal comments made during the public hearing. Comments received from the public and responsible agencies are attached as Appendix F2 and transcripts from the public hearing are attached as Appendix F3.

5.2.1 Comments Received from Public Meeting, February 27, 2003

Attendees:

Caltrans Staff

Ron Kosinski, Deputy District Director: Division of Environmental Planning

John K. Lee, Project Manger Gino Di Fabio, Project Engineer

Joseph Brazile, Public Affairs Adelina Munoz, Environmental Planner

Luz Torres, Environmental Planner Erika Gallo, Public Affairs

Agency Officials

Marty Dumpis, San Gabriel River Ranger

Cristina Cruz-Madrid, Mayor City of Azusa

John Hybarger, Commissioner Los Angeles County Fish and Game

Public

Marjorie Mikels, Resident of Upland Clint Keains, Resident of Wrightwood Phil Jara, Resident of Azusa Jerry E. Tourtellotte, Resident of Glendora

John and Cindy Aziz, Residents of Wrightwood Mark Adaj, Resident of Azusa

Barret H. Wetherby, President San Gabriel Canyon Property Owners Association

Rick Gibson, President of the Democratic Club of Azusa

Comments	Responses
What is the wildlife mitigation proposed for this project?	Mitigation for this project will consist of Best Management Practices (See Section 4.2.Measures to Minimize Harm). These will include construction activities being restricted to certain times of the year and providing sediment control measure to minimize any construction debris or other material to wash into the canyon below.
The cost of the project does not benefit the largest possible public region. The proposed project should not be constructed since more cars and more people will encroach upon the existing pristine wilderness areas.	The proposed project does not anticipate a significant increase in utilization of the area either by motoring public or recreationlists. Therefore no significant impacts to the nearby wilderness areas will result from the proposed partial opening of the highway. This project's funding source has become available and has been granted through SHOPP funds. These funds need to be applied to the proposed project within a certain fiscal year; if this does not occur, funds may be re-allocated and become unavailable for the proposed project. Projects receive funds based upon public safety, urgency to maintain the existing highway conditions and other factors, which help in developing freeway projects that provide a safe highway for the motoring public while protecting California's natural resources.
How does Caltrans anticipate mitigating for increased traffic?	Increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system, will not be noticeable. The implementation of the proposed project would not increase traffic in the area. As access gates will be maintained in current locations. It is not anticipated large quantities of cars will utilize the highway since current traffic data indicates 4,000 cars per year are predicated to utilize the existing highway. Although, a large turnout at the southern section will be restored and repaved. If necessary this area will facilitate any increase in traffic, since the area may become available for parking or for other reasons that may necessitate or accommodate seasons of

the transfer of the transfer o
lingh traffic volumes (which are not anticipated). Non velneular traffic levels
are not expected to substantially change as a result of the proposed project.

5.2.2 Written Comments Received from Circulation of Draft EA/IS

Comment	Response
Marty Dumpis, San Gabriel River Ranger District Impacts to the movement of San Gabriel Mountain bighorn sheep across SR-39 will be minimal as a result of the project proposal. Although it is recommended that Caltrans conduct a 3 to 5 year study to verify that Snow Springs Slide area is in fact the primary movement corridor for bighorn sheep.	It may be a possibility that the area adjacent to the project site has become a Wildlife Corridor, specifically Snow Springs (area outside the project limits). Consequently, a study to evaluate large mammal activity along State Route 39, with particular attention on bighorn sheep has been on going and will be completed in July 2010. The wildlife corridor study will be conducted over several phases. These phases will include monitoring the roadway before the road is opened, during, and after the road has been opened for a period of five years. It is anticipated once the first phase (before the road is opened) is completed, it will provide plans to mitigate for any impacts to the movement of animals across this road.
Steve Holl, Wildlife Biologists Further studies should be completed to analysis the location of the wildlife corridor.	
California Department of Fish and Game Comments included impacts to biological resources, piecemailing and recommendations for the final environmental document.	A letter in response to Fish and Game concerns was received dated March 12, 2003 in regards to impacts to biological resources, piecemailing and recommendations for the final environmental document. Comments from the California Department of Fish & Game have been addressed within the final environmental document. Detailed response to their comments may be found in Appendix F3.
Honorable Asemblyman Ed Chavez, 57 th District Supports the proposed SR-39 Roadway Rehabilitation Project. A process that will restore traffic flow and bring economic activity to downtown Azusa. In addition the proposed project will improve response time for public safety officials responding to incident, enhancing the safety of visitors to many areas of the Angeles National Forest.	Comment noted and Honorable Asemblyman Ed Chavez will be updated on all projects relating to SR-39.
Barret H. Wetherby, President Of the San Gabriel Canyon Property Owners Association Inc. Supports the project proposal in order to improve fire response time, therefore providing a useable road to connect to the	Comment noted and Mr. Barret H. Wetherby will be updated on all projects relating to SR-39.

5.3 Consultation and Coordination with Resource Agencies

5.3.1 Consultation and coordination with Resource and Responsible Agencies

DATE	Personnel Present	Consultation/Coordination
March 12, 2003 October 1, 2002 March 20, 2001 May 30, 2001	California Department of Fish and Game Personnel Present: Maurice Cardinas, Fisheries Biologist, Scott Harris, Fisheries Biologist Trudy Ingram, Environmental Specialist Mary Myer, Plant Ecologist Caltrans Personnel Present: Gino di Fabio, Project Engineer Arianne Glagola, Associate Environmental Planner Ruben Guieb, Associate District Biologist Bill Larson, Maintenance Supervisor Luz Torres, Environmental Planner Chris Haas, United States Geological Survey Biologist (conducting wildlife corridor studies) Dr. Jonathan Baskin, consultant to perform studies at Bear Creek and the riparian corridor at Snow Spring	March 20, 2001 A site visit to discuss the nature of proposed activities. In addition, attendees gained an understanding of the project area and biological resources in the area. Caltrans presented mitigation measures with a proposal for a wildlife corridor study. Attendees came into agreement that a complete biological assessment is necessary in order to evaluate possible impacts by the proposed project. March 12/October 1/May 30 Comments received during circulation of draft environmental document. Comments included impacts to wildlife, piecemealing and recommendations for the environmental document.
March 20, 2001	California Department of Fish and Game Personnel Present: Maurice Cardinas, Fisheries Biologist Scott Harris, Fisheries Biologist Trudy Ingram, Environmental Specialist Mary Myer, Plant Ecologist. Caltrans Personnel Present: Gino di Fabio, Project Engineer Arianne Glagola, Associate Environmental Planner Ruben Guieb, Associate District Biologist Bill Larson, Maintenance Supervisor Luz Torres, Environmental Planner Chris Haas, United States Geological Survey Biologist (conducting wildlife corridor studies) Dr. Jonathan Baskin, consultant to perform studies at Bear Creek and the riparian corridor at Snow Spring	A site visit to discuss the nature of proposed activities. In addition, attendees gained an understanding of the project area and biological resources in the area. Caltrans presented mitigation measures with a proposal for a wildlife corridor study. Attendees came into agreement that a complete biological assessment is necessary in order to evaluate possible impacts by the proposed project.
February 25, 2001	United States Fish and Wildlife Service Personnel Present: John Stephenson, Fish and Wildlife Biologist Jill Terp, Fish and Wildlife Biologist	A meeting between Caltrans and USFWS to discuss potential threatened and endangered species present in the adjacent areas. Early

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	Lill Terry Field and Wildlife Biologist	consultation and recommendations for possible
	Caltrans Personnel Present: Arianne Glagola, Associate Environmental Planner	mitigation measures were discussed.
February 5, 2001	United States Army Corps of Engineers (USACOE) Personnel Present: Aaron Allen, Branch Project Manger Caltrans Personnel Present: Gino di Fabio, Project Engineer Arianne Glagola, Associate Environmental Planner	The discussion included the permits necessary to obtain from the USACOE. It was concluded that no permits were required from USACOE since the threshold for permits was not meet.
January 30, 2001	Angeles National Forest Personnel Present: Bill Brown, Angeles National Forest Lead Biologist Caltrans Personnel Present: Arianne Glagola, Associate Environmental Planner	A meeting between Caltrans and ANF was held to discuss the proposed project work. Discussion topics included: complete analysis of the area must be presented in a Biological Assessment/Biological Evaluation and a permit must be obtained from the USFS before any construction begins.

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5.3.2 Consultation and coordination for Biological Analysis

Following is a summary of the personnel and surveying dates, along with a synopsis of the results for biological analysis conducted.

Personnel conducting biological analysis

Angeles National Forest

William J. Brown: Lead Forest Wildlife Biologist

Patti Krueger: Forest Wildlife Biologist

Caltrans

The following employees of Caltrans were involved in various site visits and surveys of the area:

Paul D. Caron, Office Chief Mountain Area Projects/Mitigation Monitoring

Stephanie Reeder, Associate Biologist

Adelina Munoz, Botanist

Barbara Marquez, Associate Planner
Paul Yamazaki, Associate Biologist

Luz A. Torres, Environmental Planner Linda Taira, Biologist

Betty Courtney, Associate Biologist Arianne Glagola, Associate Biologist

Teresa Newkirk, Associate Environmental Planner

Tierra Madre Consultants

Jonathan Baskin, CSU Pomona, Professor of Biological Sciences Steve Bryant, CSU Pomona, Herpetologist Stephen J. Myers, Biologist

Independent Consultants

Peter H. Bloom, Zoologist
Janet Nickerman, Botanical Consultants
Debbie House, CSU Pomona, Professor of Biological Sciences
David Bramlet, Wildlife Biologist
Scott White, Botantist
Steve Boyd, Botantist
Richard N. Wales, Jr, Wildlife Biologist

Survey Dates/	Synopsis and Results of Biological Analysis
April 2001 - May 2002	This biological analysis was conducted by Caltrans biologists; the primary goal of this study was to determine preliminary wildlife crossing areas through visual observations of wildlife present within the closed section. This preliminary study included visiting the project site three times a month and observing mammals at different segments for an hour at each segment. The preliminary study indicated Snow Springs area was frequented the most by mammals, especially bighorn sheep. This is not to say that Snow Springs is a definite crossing area for bighorn sheep but it likely that bighorn utilize Snow Spring more frequently compared to the other segments studied. It is still undetermined where bighorn sheep cross within the closed section. An in-depth study has been proposed to analysis the entire closed highway to determine where mammals cross. This study is anticipated to begin early Spring 2004 depending on the consultants hired.
April 2001 - February 2002	Surveys performed by Caltrans personnel were conducted twice a month since the beginning of April 2001 through February 2002, that included general floristic & bird surveys and an inventory of mammals that utilized the closed highway as a wildlife corridor. (Appendix B contains all flora and fauna identified). The purpose of these surveys were to determine the natural resources existing in the project area and consisted of walking the length of the Area Of Potential Effect to identify biological resources present. Observations were made of the plants, plant communities, and an emphasis on both plant species of special interest and any plant taxa with an inclusion of the mammals that utilize the area.
August 15 & October 2001	Caltrans biologists attempted to reach Bear Creek from the level of the roadway at Snow Springs in order to study the down slope impact from related sediment flow of the proposed project activities. Surveys indicated this down slope traverse from Snow Spring was not possible due to the sheep cliff areas. Due to the terrain and unsafe passage into Bear Creek, the biologist could not reach the creek.
August 27, 2001	Peter H. Bloom, Research biologist conducted U.S. Fish and Wildlife Service protocol surveys for the federally and state listed endangered Southwestern Willow Flycatcher (SWFC) and Bell's Vireo (BEVI). It also included surveying a small area 600 feet below State Route 39 approximately 250 yards in length at PM 42.3 that contained White Alder Riparian Habitat. The results and conclusion of this study determined while none of the roadside habitat can be considered potential SWFC or BEVI breeding habitat, migratory individuals presumably move through this area. The White Alder Riparian area 600 feet below the highway represents good potential SWFC and BEVI breeding habitat although the elevation range may not be adequate for these species to thrive in a healthy environment.
April – October 2000	Initial surveys were conducted by Caltrans biologist in the year 2000 in order to provide an indication of protocol surveys and establish presence or absence of TEP species. Focused surveys were determined based on the viability of the biological resource within the project limits. Monthly general biological surveys occurred by the Caltrans biologists during the year 2000 in order to

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	propure for 2001 surveys and get an indication of species within the area. These surveys were
	conducted on April 20, May 20, June 7, July 6, July 18, August 15, September 21, and October 6 2000.
June 7, 2000	A field survey was conducted by Caltrans personnel specifically to focus on the culvert inlets, SR-2/SR-39 junction widening, and construction of retaining walls. At the SR-2/SR-39 junction, approximately 30–40% of the ground was covered with vegetation comprised mainly of native species. These included manzanita, rabbitbrush, yarrow, blazing star, hoary fuchsia, cheeseweed, chamise, great basin sage, bedstraw, and California buckwheat. Field surveys indicated that no trees would be impacted by the proposed work activities. Field surveys of the proposed gate closure locations and retaining walls indicated the presence of the above-listed species in addition to curlleaf mountain mahogany, scarlet monkey flower, bedstraw, wand chicory, prickly poppy, and goldenbush.
August 1998: Snow Springs Slide Botany Technical Report	In 1998 Janet Nickerman, Botanical Consultants, conducted a botanical assessment along the entire length of the closed roadway section. Results of this study indicated that if the project were completed according to the current plans, there would be no direct or indirect impacts to any endangered, threatened, or sensitive wildlife or plant species due to sediment disposal located within the project site. This is due to lack of endangered, threatened, or sensitive species in the project site and the high degree of existing disturbance in the project site.
August 24, 1998: Focused Surveys for the Southwestern Willow Flycatcher at the Snow Spring Slide Site	Stephen J. Myers completed US Fish and Wildlife protocol surveys for the SWFC in August 1998. The biological analysis concluded that no SWFC were observed; due to the lack of habitat for the species within the project limits. Descriptions of occupied flycatcher habitat invariably include factors such as dense understory, surface water or saturated soil, and dense vegetation interspersed with small openings. Flycatchers have not been found nesting in narrow, linear riparian habitat less than 10 meters wide. Suitable habitat for this species was not present within the project limits.
August 12, 1998: Habitat Assessment for the Southwestern Willow Flycatcher along the closed portion of SR-39	The biological analysis presented the findings of a habitat assessment for the Southwestern Willow Flycatcher along State Route 39 in the upper San Gabriel Canyon. The assessment concluded that small amounts of willow habitat may be marginally suitable and the occurrence for SWFC in the project site is very low. Tierra Madre Consultants completed this study.
September 1998: Report on General Avian Surveys along SR-39	General bird surveys were conducted by Debbie House in the San Gabriel Mountains of the Angeles National Forest within the closed section of SR-39 to determine the species composition and relative abundance of breeding birds. The report concluded that an increase in road traffic along SR-39 will likely result in a decline in the diversity and abundance of several species in the area surrounding the road. This would only occur if the roadway would be opened to traffic; since the roadway may be closed at anytime, a decline in the diversity of species would be unlikely.
October 1998: Botanical Assessment of SR-39	A botanical assessment of the closed section of State Route 39 was completed October 1998 to determine if any TEP species were present within the project limits. The analysis noted four species of special interest; none of these plants are sensitive plant species for the Angeles National Forest. The species located in the study corridor included San Antonio bedstraw (Galium angustifolium ssp.

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Project	ssp. <i>johnstonii</i>) and gray monardella (<i>Monardella cinerea</i>). None of these species are anticipated to occur within the Area of Potential Effect. Scott White, Steve Boyd and David Bramlet completed this study.
October 1998: Highway 39 Mammal and Reptile Survey for the USDA Forest Service and Highway 39	The goal of this survey was to determine mammal, amphibian, and reptile species composition in the immediate vicinity of the closed section of State Route 39 through mammal trappings. This survey revealed a relatively low diversity of mammals and reptiles associated with the closed segment of the highway. None of the mammals or reptiles found were TEP and it is unlikely that the mountain yellow-legged frog occurs in the small drainages alongside the highway. This study was completed by Richard N. Wales.
September 1997: Draft Biological Assessment of State Route 39 Slope Stabilization at Snow Spring Slide	The focus of this study was to describe the Southwestern Willow Flycatcher; it's associated habitat and potential impacts of a slope stabilization project (project took place July 1997) that occurred at Snow Spring Slide. During this project potential SWFC nests may have been identified, therefore USFWS was consulted through Section 7. Based on the field survey observations, there are no direct negative effects to the SWFC or its habitat within the construction zone. Its territory was outside of the Area of Potential Effect and the SWFC had already migrated out of the area. The project also did not negatively impact the existing culvert with year-round water flow, as it too was outside of the area of potential effect. This study was completed by Caltrans biologists.

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6.0 LIST OF PREPARES

<u>Name</u>	<u>Title</u>	Function
Luz A. Torres	Environmental Planner	Document Preparer
Ronald Kosinski	Deputy District Director	Division Director
John K. Lee	Project Manager	Division of Project Development
Paul D. Caron	Chief, Mountain Area Projects/Biological Services	Natural Environmental Study Report
Gary Iverson	Chief, Central Area Projects/Cultural Resources Services	Historic Property Survey Report Historic Resource Evaluation Report
Andrea Morrison	Associate Environmental Planner	Historic Property Survey Report
George Ghebranious	Senior Transportation Engineer	Hazardous Waste Report
Khan Hossain	Transportation Engineer	Project Study Report
Gino Di Fabio	Senior Transportation Engineer	Project Study Report/Design Plans
Torry Tongnaka	Transportation Engineer	Project Study Report/Design Plans

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7.0 ACRONYMS AND ABBREVIATIONS

ACC accidents

ACC/MVM accidents per million vehicle miles

ACHP Advisory Council on Historic Preservation

ACOE Army Corps of Engineers
ADT average daily traffic
ANF Angeles National Forest
APE Area of Potential Effect
AOMP Air Quality Management Plan

ARB Air Resource Board

ASR Archaeological Survey Report

BMP Best Management Practices

CAA Federal Clean Air Act

CAAQS California Ambient Air Quality Standards
CAAAs Clean Air Act Amendments of 1990

CalEPPC California

Caltrans California Department of Transportation

CCAA California Clean Air Act

CDFG California Department of Fish and Game CEQA California Environmental Quality Act

CFR Code of Federal Regulations
CHP California Highway Patrol
CIP Capital Improvements Program
CMP Congestion Management Program
CNDDB California Natural Diversity Data Base
CNEL Community Noise Equivalent Level
CNPS California Native Plant Society

CO carbon monoxide

CRHR California Register of Historic Resources
CSC California species of special concern

CWA Clean Water Act

DPR Draft Project Report

DTSC California Department of Toxic Substances Control

EA Environmental Assessment
EIR Environmental Impact Report
EIS Environmental Impact Statement
EPA Environmental Protection Agency

ESA Endangered Species Act

FE federally endangered

FEMA Federal Emergency Management Agency

FHWA Federal Highway Administration

FONSI Finding of No Significant Impact

FSC federal species of concern FT federally threatened

FTA Federal Transportation Authority

FTIP Federal Transportation Improvement Program

HASR Historic Architectural Survey Report

HOV High Occupancy Vehicle
HPSR Historic Property Survey Report
HRER Historic Resource Evaluation Report

IC Interchange IS Initial Study

ISA Initial Site Assessment

IS/EA Initial Study/Environmental Assessment

KP kilopost

km/hr kilometers per hour

LACDPW Los Angeles County Department of Public Works

LACTMA Los Angeles County Metropolitan Transportation Authority

LARTS Los Angeles Regional Transportation Study

LARWQCB Los Angeles Regional Water Quality Control Board

LOS Level of Service

m Meters

mfl mixed flow lanes

MOU Memorandum of Understanding

mph miles per hour

MPO Metropolitan Planning Organization MTA Metropolitan Transportation Authority

MVM million vehicle miles

NAAQS National Ambient Air Quality Standards

NB northbound

NESR Natural Environmental Study Report

ND Negative Declaration

NEPA National Environmental Policy Act NFIP National Flood Insurance Program NHPA National Historic Preservation Act

NO₂ nitrogen dioxide

NPDES National Pollutant Discharge Elimination System

NRHP National Register of Historic Places

 O_3 ozone

PM post mile marker

PM₁₀ particulate matter 10 microns or less in diameter

PRC Public Resources Code PSR Project Study Report

RCR Route Concept Report

RCRA Resource Conservation and Recovery Act

RTIP Regional Transportation Improvement Program

RTP Regional Transportation Plan

RWQCB Regional Water Quality Control Board

SB southbound

SCAB South Coast Air Basin

SCAQMD South Coast Air Quality Management District SCAG Southern California Association of Governments

SE State Endangered

SEA Significant Ecological Area

SHELL Subsystem of Highways for the Movement of Extra Legal Permit Loads

SHOPP State Highway Operation Planning Program

SHPO State Historic Preservation Officer

SIP State Implementation Plan

SO₂ sulfur dioxide SR State Route

SSC state species of concern

ST state threatened

STA station

STIP State Transportation Improvement Program

STR Super Truck Route

SWPPP Storm Water Pollution Prevention Plan

TASAS Traffic Accident Surveillance and Analysis System

TEA Transportation Efficiency Act
TIP Transportation Improvement Plan

TMP Traffic Management Plan

U.S.C. U.S. Code

U.S. EPA United States Environmental Protection Agency

USACOE United States Army Corp of Engineers

USFS United States Forest Service

USFWS United States Fish and Wildlife Service

UST underground storage tank

VMT vehicle miles traveled vph vehicles per hour VQA Visual Quality Analysis

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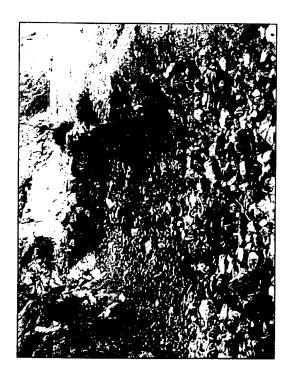
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APPENDIX A - DRAINAGE PHOTOS

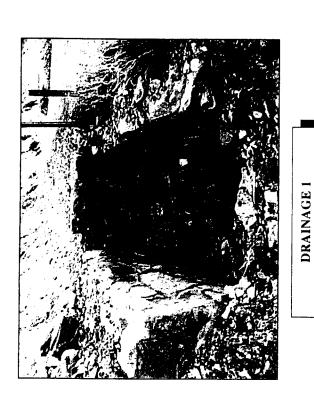




PM 39.99



DRAINAGE 4 PM 40.32



DRAINAGE 3
PM 40.26

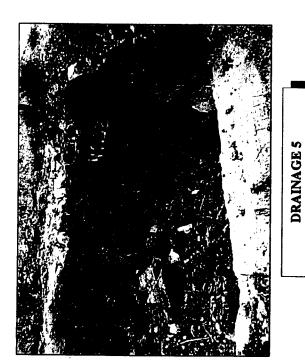


DRAINAGE 6 PM 40.52

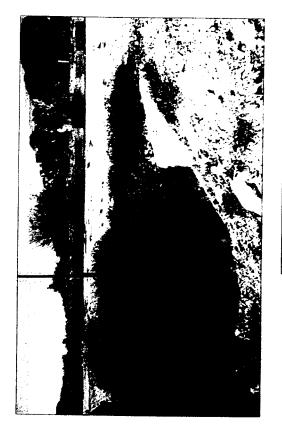
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DRAINAGE 8 PM 40.68



DRAINAGE 7 PM 40.60



DRAINAGE 10 PM 40.94

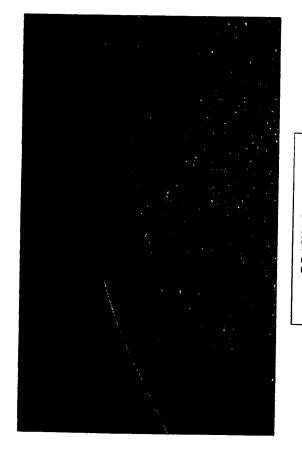
> DRAINAGE 9 PM 40.74



DRAINAGE 12 PM 41.01



DRAINAGE 11 PM 41.01

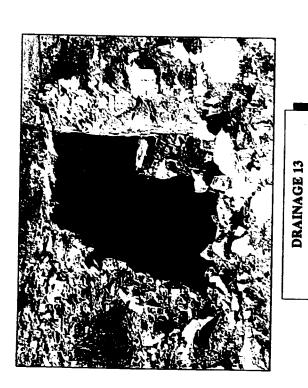




PM 41.11



DRAINAGE 16 PM 41.53



DRAINAGE 15 PM 41.43





DRAINAGE 17 PM 43.55



DRAINAGE 19 PM 43.75



DRAINAGE 18 PM 43.69



DRAINAGE 20 PM 43.82







DRAINAGE 22 PM 44.09



DRAINAGE 23 PM 44.25

APPENDIX B - FLORA & FAUNA COMPENDIUM

ROUTE 39 SERVICE ROAD-DRAINAGES FAUNA COMPENDIUM

AMPHIBIANS COMMON NAME | STATUS PRESENT SCIENTIFIC NAME PLETHODONTIDAE - LUNGLESS SALAMANDERS Y Arboreal Salamander Aneides lugubris Garden Slender Y Salamander Batrachoseps major Black-Bellied Slender Batrachoseps PO Salamander nigriventris Y Ensatina Ensatina eschscholtzi PELOBATIDAE - SPADEFOOT TOADS N Western Spadefoot Scaphiopus **FSSC** hammondii Toad **BUFONIDAE - TRUE TOADS** Y Western Toad **Bufo boreas** Arroyo Southwestern Bufo microscaphus N **FES** californicus Toad **HYLIDAE - TREEFROGS** Y California Chorus Pseudacris cadaverina Frog Y Pacific Chorus Frog Pseudacris regilla

Rana aurora draytoni	Red-Legged Frog	FT/CSC	N
Rana boylei	Foothill Yellow- Legged Frog	FSSC/CSC	N
Rana catesbeiana	Bullfrog		PO
Rana muscosa	Mountain Yellow- Legged Frog	FSSC/CSC	PO
MYDIDAE - ROX A	REPI ND WATER TURTLE	TILES S	
Clemmys marmorata pallida	Southwestern Pond Turtle	FSSC/CSC	N
GEKKONIDAE - GE	CKOS		
Coleonyx variegatus abbotti	San Diego Banded Gecko	FSSC	N
GUANIDAE - IGUA	NID LIZARDS		
Phrynosoma coronatum blainvillei	San Diego Coast Horned Lizard	FSSC	N
Sceloporus occidentalis	Western Fence Lizard		Y
Uta stansburiana	Side-blotched Lizard		Y
SCINCIDAE - SKINK	KS .		
Eumeces gilberti	Gilbert Skink		P

Southern Alligator

Gerrhonotus

Y

multicarinatus	Lizard		
ANNIELLIDAE - CAL	IFORNIA LEGLESS	LIZARDS	
Anniella pulchra pulchra	Silvery Legless Lizard		N
LEPTOTYPHLOPIDA	AE - SLENDER BLIND	SNAKE	
Leptotyphlops humilis humilis	Western Blind Snake		N
BOIDAE - BOAS			
Charina bottai umbratica	Southern Rubber Boa	FSSC/STS	P
Lichanura trivirgata rosafusca	Coastal Rosy Boa	FSSC	N
COLUBRIDAE - COL	UBRID SNAKES		
Arizona elegans occidentalis	California Glossy Snake		N
Coluber constrictor mormon	Western Yellow- belly Racer		P
Diadophis punctatus modestus	San Bernardino Ringneck Snake	FSSC	P
Hypsiglena torquata	Night Snake		P
Lampropeltis getulus	Common Kingsnake		P
Lampropeltis zonata pulchra	San Diego Mountain Kingsnake	FSSC/CSC	P
Masticophis flagellum	Coachwhip		P
Masticophis lateralis	California Whipsnake		P

Pituophis melano- leucus Gopher Snake Rhinocheilus lecontei Long-nosed Snake N Salvadora hexalepis virgultea Coast Patch-nosed Snake FSSC/STS N Tharmophis couchi hammondii Two-Striped Garter Snake FSSC N VIPERIDAE - VIPERS Crotalus viridis Western Rattlesnake Y BIRDS CATHARTIDAE - NEW WORLD VULTURES Cathartes aura Turkey Vulture N ACCIPITRIDAE - HAWKS Accipiter cooperii Cooper's Hawk Accipiter stratus Sharp-shinned Hawk Buteo jamaicensis Red-tailed Hawk Buteo jamaicensis Red-shouldered Hawk Buteo swainsoni Swainson's Hawk STS N PHASIANIDAE - PHEASANTS & QUAILS	 			
Salvadora hexalepis virgultea Coast Patch-nosed Snake FSSC/STS N Thamnophis couchi hammondii Two-Striped Garter Snake FSSC N VIPERIDAE - VIPERS Crotalus viridis Western Rattlesnake Y BIRDS CATHARTIDAE - NEW WORLD VULTURES Cathartes aura Turkey Vulture N ACCIPITRIDAE - HAWKS Accipiter cooperii Cooper's Hawk Accipiter stratus Sharp-shinned Hawk Publico jamaicensis Red-shouldered Hawk Buteo lineatus Buteo swainsoni Swainson's Hawk STS N FALCONIDAE - FALCON Falco sparverius American Kestrel	P		Gopher Snake	Pituophis melano- leucus
Thamnophis couchi hammondii Two-Striped Garter Snake Two-Striped Garter Snake FSSC N FSSC FSSC FSSC N FSSC FSS	N		Long-nosed Snake	Rhinocheilus lecontei
hammondii Snake FSSC N //IPERIDAE - VIPERS Crotalus viridis Western Rattlesnake Y BIRDS CATHARTIDAE - NEW WORLD VULTURES Cathartes aura Turkey Vulture N ACCIPITRIDAE - HAWKS Accipiter cooperii Cooper's Hawk Y Accipiter stratus Sharp-shinned Hawk Y Buteo jamaicensis Red-tailed Hawk Y Buteo lineatus Red-shouldered Hawk N Buteo swainsoni Swainson's Hawk STS N FALCONIDAE - FALCON Falco sparverius American Kestrel Y	N	FSSC/STS	-	- 1
BIRDS CATHARTIDAE - NEW WORLD VULTURES Cathartes aura Turkey Vulture N ACCIPITRIDAE - HAWKS Accipiter cooperii Cooper's Hawk Accipiter stratus Sharp-shinned Hawk Y Buteo jamaicensis Red-tailed Hawk Y Buteo lineatus Red-shouldered Hawk STS N FALCONIDAE - FALCON Falco sparverius American Kestrel Y	N	FSSC	-	
BIRDS CATHARTIDAE - NEW WORLD VULTURES Cathartes aura Turkey Vulture N ACCIPITRIDAE - HAWKS Accipiter cooperii Cooper's Hawk Y Accipiter stratus Sharp-shinned Hawk P Buteo jamaicensis Red-tailed Hawk Red-shouldered Hawk Buteo swainsoni Swainson's Hawk STS N FALCONIDAE - FALCON Falco sparverius American Kestrel Y				/IPERIDAE - VIPERS
Cathartes aura Turkey Vulture N ACCIPITRIDAE - HAWKS Accipiter cooperii Cooper's Hawk Y Accipiter stratus Sharp-shinned Hawk Y Buteo jamaicensis Red-tailed Hawk Y Red-shouldered Hawk Buteo swainsoni Swainson's Hawk STS N FALCONIDAE - FALCON Falco sparverius American Kestrel Y	Y		Western Rattlesnake	Crotalus viridis
Cathartes aura Turkey Vulture N ACCIPITRIDAE - HAWKS Accipiter cooperii Cooper's Hawk Y Accipiter stratus Sharp-shinned Hawk Y Buteo jamaicensis Red-tailed Hawk Y Buteo lineatus Red-shouldered Hawk STS N FALCONIDAE - FALCON Falco sparverius American Kestrel N				CATHARTIDAE - NEV
Accipiter cooperii Cooper's Hawk Y Accipiter stratus Sharp-shinned Hawk Y Buteo jamaicensis Red-tailed Hawk Y Buteo lineatus Red-shouldered Hawk N Buteo swainsoni Swainson's Hawk STS N FALCONIDAE - FALCON Falco sparverius American Kestrel Y	N			
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Buteo lineatus Red-shouldered Hawk Buteo swainsoni Swainson's Hawk STS N FALCONIDAE - FALCON Falco sparverius American Kestrel Y	Y		Sharp-shinned Hawk	Accipiter stratus
Buteo lineatus Hawk N Buteo swainsoni Swainson's Hawk STS N FALCONIDAE - FALCON Falco sparverius American Kestrel Y	 Y		Red-tailed Hawk	Buteo jamaicensis
FALCONIDAE - FALCON Falco sparverius American Kestrel Y	 N			Buteo lineatus
Falco sparverius American Kestrel Y	N	STS	Swainson's Hawk	Buteo swainsoni
Falco sparverius American Kestrel Y			CON	FALCONIDAE - FAL
PHASIANIDAE - PHEASANTS & QUAILS	Y			
			EASANTS & QUAILS	PHASIANIDAE - PHI
California	N		California	
Oreortyx pictus Mountain Quail FSSC Y	 Y	FSSC	Mountain Quail	Oreortyx pictus

COLUMBIDAE - PIGEONS & DOVES

Columba fasciata	Band-tailed Pigeon	Y
Columba livia	Rock dove	N
Zenaida macroura	Mourning Dove	N

STRIGIDAE - TRUE OWLS

TRIGIDAE - TRUE OWES			
Aegolius acadicus	Northern Saw-Whet Owl	Y	
Bubo virginianus	Great Horned Owl	Y	
Glaucidium gnoma	Northern Pygmy Owl	Y	
Otus flammeolus	Flammulated Owl	Y	
Otus kennicottii	Western Screech Owl	Y	

TROCHILIDAE - HUMMINGBIRDS

Archilochus alexandri	Black-chinned Hummingbird	Y
Calypte anna	Anna's Hummingbird	Y
Stellula calliope	Calliope Hummingbird	Y

PICIDAE - WOODPECKERS

I ICIDAE - WOODI E	VILLE	
Colaples auratus	Common Flicker	Y
Picoides albolarvatus	White-headed Woodpecker	Y
Picoides nuttallii	Nuttall's Woodpecker	 N
Picoides pubescens	Downy Woodpecker	N
Picoides scalaris	Ladder-backed	N

	Woodpecker		
TYRANNIDAE - TYR	ANT FLYCATCHERS		
Contopus borealis	Olive-sided Flycatcher	FSSC	Y
Contopus sordidulus	Western Wood Pewee		Y
Empidonax difficilis	Pacific-Slope (Western) Flycatcher		Y
Empidonax hammondii	Hammond's Flycatcher		Y
Empidonax oberholseri	Dusky Flycatcher		Y
Empidonax trailii extimus	Southwestern Willow Flycatcher	FE/SE	N
Myiarchus cinerascens	Ash-throated Flycatcher		Y
Sayornis nigricans	Black Phoebe		Y
Sayornis saya	Say's Phoebe		N
Tyrannus verticalis	Western Kingbird	·	N
Tyrannus vociferans	Cassin's Kingbird		N
HIRUNDINIDAE - S'	WALLOWS		
Hirundo pyrrhonota	Cliff Swallow		Y
Stelgidopleryx serripennis	Northern rough- winged Swallow		N
Tachycineta bicolor	Tree Swallow		Y
Tachycineta thalassina	Violet-Green Swallow		Y

CROWS	
Western Scrub Jay	N
American Crow	Y
Stellar's Jay	Y
Clark's Nutcracker	Y
EES & TITMICE	
Mountain Chickadee	Y
Plain Titmouse	N
JSHTITS	
Bushtit	N
CHES	
Red-Breasted Nuthatch	Y
White-Breasted Nuthatch	Y
EPERS	
Brown Creeper	Y
- WRENS	
Canyon Wren	N
Rock Wren	Y
- 11 XX	Y
Bewick's Wren	
	American Crow Stellar's Jay Clark's Nutcracker EES & TITMICE Mountain Chickadee Plain Titmouse JSHTITS Bushtit CHES Red-Breasted Nuthatch White-Breasted Nuthatch EPERS Brown Creeper WRENS Canyon Wren Rock Wren

Mimus polyglottos	Northern Mockingbird	N
Toxostoma redivivum	California Thrasher	N
MUSCICAPIDAE - TI	HRUSHES, KINGLETS, GNATC.	ATCHERS & BLUEBIRDS
Catharus ustulatus	Swainson's Thrush	Y
Chamaca fasciata	Wrentit	N
Myadestes townsendi	Townsend's Solitaire	Y
Polioptila caerulea	Blue-gray Gnatcatcher	N
Regulus calendula	Ruby-crowned Kinglet	Y
Regulus satrapa	Golden-crowned Kinglet	Y
Sialia currucoides	Mountain Bluebird	Y
Sialia mexicana	Western Bluebird	N
Turdus migratorius	American Robin	Y
BOMBYCILLIDAE -	WAXWINGS	
Bombycilla cedrorum	Cedar Waxwing	Y
PTILOGONATIDAE	- SILKY - FLYCATCHERS	
Phainpepla nitens	Phainopelpa	N

FSSC/CSC

N

Loggerhead Shrike

Lanius ludovicianus

EMBERIZIDAE - WOOD WARBLERS, TANAGERS, BUNTINGS & BLACKBIRDS

Amphispiza belli belli	Bell's Sage Sparrow	FSSC	N
Calamospiza melanocorys	Lark Bunting		N
Dendroica coropata	Yellow-rumpled Warbler	CSC	Y
Dendroica nigrescens	Black-throated gray Warbler		Y
Dendroica petechia	Yellow Warbler		N
Guiraca caerulea	Blue Grosbeak		Y
Icterus cuculiatus	Hooded Oriele		N
Icterus galbula galbula	Northern "Baltimore" Oriele		N
Junco hyemalis	Dark-eyed Junco		Y
Melospiza lincolnii	Lincoln's Sparrow		Y
Melospiza melodia	Song Sparrow		Y
Molothrus ater	Brown-headed Cowbird		N
Passerculus sandwichensis	Savannah Sparrow		N
Passerella iliaca	Fox Sparrow		Y
Passerina amoena	Lazuli Bunting		N
Pheucticus melanocephalus	Black-Headed Grosbeak		N
Pipilo chlorurus	Green-tailed Towhee		Y
Pipilo erythrophthal- mus	Rufous-sided (Spotted) Towhee		N
Pipilo fuscus californicus	California Towhee		N a

Piranga ludoviciana	Western Tanager	Y
Zonotrichia atricapilla	Golden-crowned Sparrow	Y
Zonotrichia leucophrys	White-crowned Sparrow	N

FRINGILLIDAE - FINCHES

- KINGILIDAE - TE		N
Carduelis lawrencei	Lawrence's Goldfinch	IX
Carduelis pinus	Pine Siskin	Y
Carduelis psaltria	Lesser Goldfinch	Y
Carpodacus cassinii	Cassin's Finch	Y
Carpodacus mexicanus	House Finch	Y
Carpodacus purpureus	Purple Finch	N

MAMMALS

DIDELPHIDAE - NEW WORLD OPOSSUMS

DEDUCATE VILLE		i
Didelphis virginiana	Virginia Opossum	N

SORICIDAE - SHREWS

Notiosorex crawfordi	Gray Shrew	NP
Sorex ornatus	Ornate Shrew	P

TALPIDAE - MOLES

	LADE IDEAL - MACANDO		
ſ		Broad-footed	N
- 1			1
١	Scapanus latimanus	(California) Mole	

VESPERTILIONIDAE - EVENING BATS OR PLAINNOSE BATS

Antrozous pallidus	Pallid Bat	CSC	P
Eptesicus fuscus	Big Brown Bat	Important Wildlife Species	P
Euderma maculata	Spotted Bat		P
Lasiurus borealis	Red Bat		P
Lasiurus cinerus	Hoary Bat		P
Lasiurus ega	Western Yellow Bat		PO
Myotis californicus	California Myotis		P
Myotis evotis	Long-cared Myotis	FSSC	NP
Myotis leibii	Small-footed Myotis	FSSC	P
Myotis thysanodes	Fringed Myotis	FSSC	NP
Myotis lucifugus	Little Brown Bat	FSSC/CSC	NP
Myotis yumanensis	Yuma Myotis	FSSC	NP
Pipistrellus hesperus	Western Pipistrelle		P
Plecotus townsendii	Townsend's Big- eared Bat		PO

MOLOSSIDAE - FREE-TAILED BATS

MOLOSSIDAE - 17	REE-I TAILLED DILLO	 	
Eumpos perotis	Mastiff Bat	FSSC/CSC	NP
Eumpos perotis Californicus	Townsend's Big Eared Bat	FSSC/CSC	NP
Nyctinomops femorosaccus	Pocketed Free-tail Bat		NP
Nyctinomops	Big Free-tail Bat	FSSC/CSC	NP

macrotis			
Tadarida brazilensis	Mexican Free-tail Bat	Important Wildlife Species	P
RSIDAE - BEARS			
Ursus americanus	Black Bear		Y
EPORIDAE - HARI	S & RABBITS		
Sylvilagus auduboni	Desert Cottontail		P
Sylvilagus bachmani riparius	Riparian Brush Rabbit	FC1	NP
SCIURIDAE - SQUIR	RRELS		
Eutamias merriami	Merriam's Chipmunk		P
Eutamias speciosus	Lodgepole Chipmunk	FSSC	P
Glaucomys sabrinus	Northern Flying Squirrel		P
Sciurus griseus	Western Gray Squirrel		P
Citellus beecheyi	California Ground Squirrel		NP ·
HETEROMYIDAE -	POCKET MICE		
Perognathus californicus	California Pocket Mouse		P
Perognathus longimembris	Little Pocket Mouse		NP
GEOMYIDAE - POC	CKET GOPHERS		
	(Valley)Botta's		P
Thomomys bottae	Pocket Gopher	1	

Neotoma fuscipes Neotoma lepida intermedia San Diego Desert Woodrat FSSC/CSC NP Peromyscus californicus California Mouse Po Peromyscus maniculatus Deer Mouse Perindon-tomys Mestern Harvest Mouse Peroximaliaris Domestic Dog Ni Canis familiaris Coyote Urocyon cinereoargenteus Gray Fox PROCYONIDAE - RACCOONS Bassariscus astutus Ringtail Procyon lotor Raccoon MUSTELIDAE - WEASELS, SKUNKS & OTTERS Mephitis mephitis Striped Skunk Pusch Mustela frenata Long-tailed Weasel Spilogale (putorius) gracilis Taxidea taxus American Badger PO NP PO NP PO NP PO N N N N N N N N P P P P P	 P		California Vole	Microtus californicus
intermedia Woodrat FSSC/CSC NP Peromyscus californicus California Mouse PO Peromyscus maniculatus Deer Mouse P Reihrodon-tomys megalotis Mouse P CANIDAE - WOLVES & FOXES Canis familiaris Domestic Dog N Canis latrans Coyote Y Urocyon cinereo- argenteus Gray Fox PROCYONIDAE - RACCOONS Bassariscus astutus Ringtail Y Procyon lotor Raccoon Y MUSTELIDAE - WEASELS, SKUNKS & OTTERS Mephitis mephitis Striped Skunk P Mustela frenata Long-tailed Weasel P Spilogale (putorius) gracilis Skunk American Badger P	 P		•	Neotoma fuscipes
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gracilis Skunk P Taxidea taxus American Badger P	P		Long-tailed Weasel	
Taxidea taxus American Dadgei	P		•	
FFI IDAF - CATS	 P		American Badger	Taxidea taxus
PPARMINE - LAID				FELIDAE - CATS
Felix catus Domestic Cat NP	 NP		Domestic Cat	

Felis concolor	Mountain Lion	P
Felis rufus	Bobcat	P

EQUIDAE - HORSES & BURROS

Equus caballus	Horse	N

CERVIDAE - DEER

CDICVIDILO DESE		-
Odocoileus hemionus	Mule Deer	Y

BOVIDAE - BISON, GOATS, MUSKOX & SHEEP

_	O VIDE DIDUNG		
		Nelson's Bighorn	Υ .
	Ovis canadensis	Sheep	

LEGEND:

FSSC=	Federal Species of Special Concern
CSC=	State Species of Special Concern
FES=	Federal Endangered Species
SES=	State Endangered Species
FTS=	Federal Threatened Species

State Threatened Species STS=

Federal Category 1 Category 1 candidate for listing; taxa for which the FC1=

U.S. Fish and Wildlife Service has substantial information to support listing as threatened or

endangered.

Y=	Confirmed present	N=	Not present
P=	Presence probable	NP=	Not probable
PO=	Presence possible		

ROUTE 39 SERVICE ROAD-DRAINAGES FLORA COMPENDIUM

1.0		
Abies bracteata	Bristlecone Fir	
Abies concolor	White Fir	
Abutilon parvulum	Indian Mailow	
Acer macrophyllum	Big-leaf Maple	
Achillea millefolium	Yarrow	
Actaea rubra	Baneberry	
Alnus viridis ssp. simuata	Alder	
Ambrosia confertiflora	Ragweed/Bur-sage	
Ambrosia ilicifolia	Ragwood, Bur-Sage	
Anaphalis margaritacea	Pearly Everlasting	
Arabis platysperma	Rock Cress	
Argemone munita	Chicalote	
Artemisia biennis	Sagebrush	
Aster frondosus	Aster	
Aster lanceolatus ssp.	Aster	
hesperius		
Astragalus leucolobus	Big Bear Valley Woollypod	SSC, CNPS (outside project limits)
Athyrium filix-femina var.	Lady Fern	
	Mulefat	
Baccharis salicifolia Berberis nevinii	Nevin's Barberry	PE, SE, FSS, CNPS(outside project limits)
Blepharipappus scaber	Eyelash pappus	
Brassica napus	Swede Rape, Rapeseed	
Brassica nigra	Black Mustard	
Brassica rapa	Field Mustard	
Brickellia californica	Brickellbush	
Brickellia nevinii	Nevin's Brickellbush	CNPS(outside project limits)
Bromus grandis	Brome	
Bromus laevipes	Brome	
Bromus orcuttianus	Brome	
Calocedrus decurrens	Incense Cedar	
Calochortus invenustus	Calochortus	
Calystegia malacophylla	Morning Glory	
Camelina microcarpa	False Flax	

Castilleja pruinosa Indian Paintbrush Castilleja pruinosa Indian Paintbrush Ceanothus condulatus Mountain Whitethorn Ceanothus ceneatus war. Buck Brush Cenothus Genothus Genothus Ceanothus Ceanothus Perglexans Cupleaf Ceanothus Perplexans Ceanothus integerrimus Deer Brush Cerocarpus betuloitas Mountain Mahogamy CNPS Chaenactis nevadensis Pinchusion Cheilanthes covillei Cheilanthes covillei Cheilanthes Cheilanthes Pinchusion Pigweed, Goosefoot Chorizanthe fimbriata var. Integer Brush Sp. hololeucus Chrysothamnus nauseosus Rabbitbrush Ssp. hololeucus Clematis lasiantha Pipestems Clematis pauciflora Ropevine Corrya canadensis Tickeed Corrous mutaltit Mountain Dogwood Crepis nana Hawksbeard Cupressus arisonica Arizona Cypress Cystopteris fragilis Fragile Fern Dudleya Individual California Fuchsia Epilobium canum California Fireweed, Willow Herb Eriastrum densifolium ssp. austriomontanum Eriastrum densifolium ssp. austriomontanum Eriastrum densifolium Eriastrum Eriastrum densifolium Eriastrum Eriastrum densifolium Eriastrum Eriastrum furiform Eriastrum Cneweri Erigeron breweri var. Fleabane Daisy breweri	Castilleja applegatei ssp.	Indian Paintbrush	
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Epilobium ciliatum Epilobium ciliatum Eriastrum densifolium ssp. austrtomontanum Eriastrum pluriflorum Eriastrum pluriflorum Eriastrum Goldenbush cuneata Erigeron breweri var. Fleabane Daisy		Zauchneria	
Eriastrum densifolium ssp. austrtomontanum Eriastrum pluriflorum Eriastrum CNPS Ericameria cuneata var. cuneata Erigeron breweri var. Fleabane Daisy	, •		
Eriastrum densifolium ssp. austrtomontanum Eriastrum pluriflorum Eriastrum CNPS Coldenbush cuneata Erigeron breweri var. Eriastrum Fleabane Daisy	Epilobium ciliatum	Fireweed, Willow Herb	
Eriastrum pluriflorum Eriastrum CNPS Ericameria cuneata var. Goldenbush cuneata Erigeron breweri var. Fleabane Daisy	Eriastrum densifolium ssp.	Eriastrum	
Ericameria cuneata var. Goldenbush cuneata Erigeron breweri var. Fleabane Daisy		Eriastrum	CNPS
Erigeron breweri var. Fleabane Daisy	Ericameria cuneata var.		
	Erigeron breweri var.	Fleabane Daisy	

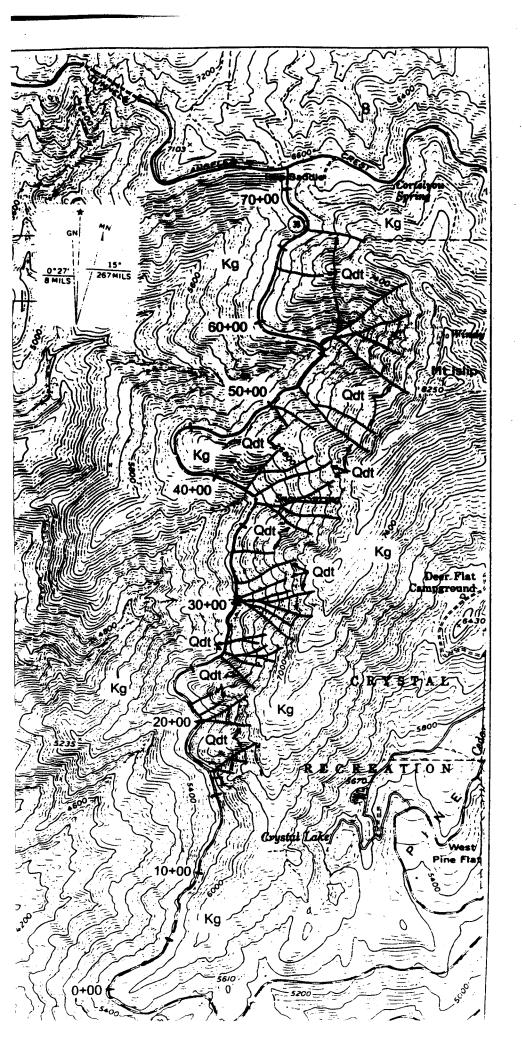
Erigeron breweri var.	Fleabane Daisy	CNPS
iacinteus	·	
Eriodictyon crassifolium	Yerba Santa	
var. crassifolium		
Eriogonum angulosum	Wild Buckwheat	
Eriogonum baileyi var.	Wild Buckwheat	
baileyi		
Eriogonum cinereum	Wild Buckwheat	
Eriogonum davidsonii	Wild Buckwheat	
Eriogonum deflexum	Flat-topped Buckwheat	
Eriogonum elatum	Wild buckwheat	
Eriogonum fasciculatum	CA Buckwheat	
Eriogonum latens	Wild Buckwheat	
Eriogonum maculatum	Wild Buckwheat	
Eriogonum nuchum var.	Wild Buckwheat	1
pauciflorum		
Eriogonum ovalifolium	Wild Buckwheat	
Eriogonum parishii	Parish's Buckwheat	
Eriogonum saxatile	Wild Buckwheat	
Eriogonum spergulinum	Wild Buckwheat	
var. reddingianum		
Eriogonum umbellatum var.	Alpine Sulfur-flowered	CNPS
minus	Buckwheat	
Eriogonum wrightii var.	Wild Buckwheat	
membranaceum		
Erysimum insulare	Wallflower	CNPS
Euthamia occidentalis	Western Goldenrod	
Galium angustifolium ssp.	Bedstraw	
angustifolium		
Gilia capillaris	Gilia	
Gilia capitata	Gilia	
Gilia diegensis	Gilia	
Gilia modocensis	Gilia	
Gilia simuata	Gilia	
Gnaphalium palustre	Cudweed, Everlasting	
Helenium bigelovii	Sneezeweed	
Hemizonia fitchii	Tarplant, Tarweed	
Heteromeles arbutifolia	Toyon/Christmas Berry	
Heterotheca sessiliflora ssp.	Goldenaster,	
fastigiata	Telegraphweed	COMPC
Heuchera arbamsii	Abram's Alumroot	CNPS
Horkelia bolanderi	Bolander's Horkelia	
Hulsea heterochroma	Hulsea	1

Ipomopsis congesta ssp.	Scarlet Gilia	
montana	Duran's Rush	CNPS
Juncus duranii	Western Larch	VA.
Larix occidentalis	Goldfield	CNPS
Lasthenia glabrata	Robinson's Pepper-grass	CNPS
Lepidium virginicum var. robinsonii		O. U.S
Leymus triticoides	Leymus (Elymus)	
Linanthus ciliatus	Whisker Brush	
Lotus argophyllus var. argophyllus	Lotus	
Lotus argyraeus var.	Lotus	
argyraeus	Lotus	
Lotus humistratus	Lupine	
Lupimus breweri var. grandiflorus	•	
Lupinus hyacinthinus	Lupine	
Lupinus lepidus var.	Dwarf Lupine	
confertus		
Lythrum californicum	California Loose-strife	
Malacothamnus fremontii	Bush Mallow	
Malva neglecta	Common Mallow	
Malva pariflora	Little Mallow	
Matelea parvifolia	Talayote	
Mentzelia laevicaulis	Blazing Star	
Mimulus bicolor	Monkeyflower	
Mimulus brevipes	Monkeyflower	
Mimulus breweri	Monkeyflower	
Mimulus cardinalis	Monkeyflower	
Mimulus constrictus	Monkeyflower	
Mimulus primuloides	Monkeyflower	
Minuarita californica	Sandwort	
Orobanche valida ssp.	Rock Creep Broomrape	
saxicola		
Orobanche valida ssp.	Rockcreek Broom-rape	SSC, FSS, CNPS
valida		
Osmadenia tenella	Osmadenia	
Oxytheca caryophylloides	Chickweed Oxytheca	CNPS
Pellaea breweri	Cliff-brake	
Penstemon caesius	Beardtongue	
Penstemon californicus	California Penstemon	
Penstemon centranthifolius	Scarlet Bugler	
Penstemon clevelandii var.	Beardtongue	

-111		
clevelandii	Phacelia	
Phacelia affinis		
Phacelia curvipes	Phacelia	
Phacelia davidsonii	Phacelia	CDIDG
Phacelia exilis	Transverse Range Phacelia	CNPS
Phacelia heterophylla ssp.	Phacelia	
virgata		
Phoradendron villosum	Oak Mistletoe	
Picea engelmannii	Engelmann Spruce	
Pimus attenuata	Knobcone Pine	
Pimus contorta	Lodgepole Pine	
Pinus coulteri	Coulter Pine	
Pimus flexilis	Limber Pine	
Pinus jeffreyi	Jeffrey Pine	
Pinus monticola	Western White Pine	
Pimus ponderosa	Ponderosa Pine	
Plagiobothrys collinus var.	Popcornflower	
fulvescens	•	
Plagiobothrys hispidulus	Popcornflower	
Pluchea sericea	Arrow Weed	
Polygonum arenastrum	Common Knotweed,	
1 00/80/12/10 12 07/12/10 12/10	Doorweed	
Polygonum bistortoides	Western Bistort	2
Polystichum imbricans ssp.	Sword Fern	
imbricans		·
Populus angustifolia	Narrowed-leaved	
1 opusus angusiyosa	cottonwood	
Populus tremuloides	Quaking Aspen	
Primula suffrutescens	Sierra Primrose	
Prumus ilicifolia ssp.	Holly-leafed Cherry	
ilicifolia		
Prunus persica	Peach Tree	
Pteridium aquilinum	Bracken Fern	
Pterospora andromedea	Pinedrops	
Pyrrocoma racemosa var.	Pyrrocoma	
sessiliflora		
Quercus chrysolepis	Canyon Live Oak	
Quercus durata var.	San Gabriel Mountain	
gabrielensis	Leather Oak	
Quercus engelmannii	Engelmann Oak	CNPS
Quercus johntuckeri	White Oak	
Quercus kelloggii	California Black Oak	:
Quercus wislizenii	Interior Live oak	
VIII CHO WISHIZETHI	1 million million	

Di	California Coffeeberry	
Rhammus californica	Hoary Coffeeberry	
Rhammus tomentella ssp. cuspidata	Hoary Concoonly	
Ribes cereum var. cereum	Wax Current	
Ribes lasianthum	Gooseberry, Current	
Ribes speciosum	Fuchsia-flowered	
Aives speciosum	Gooseberry	
Robinia pseudoacacia	Black Locust	
Rosa californica	California Rose	
Rubus parviflorus	Thimbleberry	
Rubus ursimus	California Blackberry	
Rudbeckia californica	California Cone-flower	
Rumex acetosella	Sheep Sorrel	
Rumex conglomeratus	Dock	
Salix lutea	Yellow Willow	
Salix scouleriana	Scouler's Willow	
	Russian Thistle	
Salsola tragus	White Sage	
Salvia apiana	Thistle Sage	
Salvia carduacea	Purple Sage	
Salvia leucophylla	Sage	
Salvia pachyphylla		
Salvia sonomensis	Sage Elderberry	
Sambucus racemosa var,	Elderberry	
microbotrys	Pinchusion Flower	
Scabiosa atropurpurea	Rush	
Scirpus cermus		CNPS
Senecio ionophyllus	Tehachapi Ragwort Parish's Checkerbloom	SSC
Sidalcea hickmanii ssp.	ransh s Checkeroloom	330
parishii	Catchfly, Campion	<u> </u>
Silene parishii	Southern Goldenrod	
Solidago confinis		
Spergularia rubra	Sand-spurrey	
Thysanocarpus laciniatus	Lacepod, Fringepod Poison Oak	
Toxicodendron	roison Cak	
diversilobum	Poodle-dog Bush	
Turricula parryi	California Bay	
Umbellularia californica	American Stinging Nettle	
Urtica dioica ssp. gracilis		
Verbena bracteata	Verbena	
Yucca whipplei	Yucca	<u> </u>

APPENDIX C - DEBRIS TRACKS



LEGEND

Qdt

Recent Age Debris
Track

Kg

Cretaceous Age Granitic Rock

SYMBOLS

 \nearrow

Debris Track

GEOLOGIC MAP

Rockfall and Debris Track Mitigation 07-LA-39-64.4/71.5 07_s19920K/133201 Scale 1:24,000 Tim Beck 4/5/00



APPENDIX D - PUBLIC NOTICE



NEWSPAPER ADS FOR FORMAL SCOPING FEBRUARY – MARCH 2002

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SELVY UTAMA of Monterey Park holds her baby, Kristen Lu, at San Gabriel Valley Medical Center. Kristen was the first Chinese New Year's baby in the Valley, born at 12:23 a.m. Tuesday.

s to overturn no-contest plea

Utama originally entered the hospital last Saturday, the baby's original due date, and had hopes of being at home to enjoy the New Year's festivities with her

family.
The Monterey Park couple, married for five years, say Kristen is also the first grandchild for the Lu family, aking for a double celebra-

Both Lu and Utama are of Chinese descent, but Lu was born in Korea and Utama in Indonesia. In 1974, Lu immigrated to the Valley with his parents. In 1985, Utama came

"The record demonstrates

that, at the time of the plea, Chamsi was aware of the ele-

ments of perjury and the facts which would have given rise to the defense he now claims he overlooked," Justice Sanford Perluss said in writing the opinion

They also ruled Pomona Superior Court Judge Robert M. Martinez did not abuse his

discretion.
Chamsi's trial lawyer tried

to get the no-contest plea with-drawn before his sentencing. which called for him to spend a year in jail and be on probation for three years.

The lawyer claimed that had he known of Chamsi's poor

to the area to study, joining her brother. Both declined to give their ages. The Chinese calendar

says those born in the Year of the Horse — one of 12 dif-ferent animals in a cycle — will be gifted, cunning and quick witted. As the horse is born to race and travel, those born in this year are thought to be hard working and inde-pendent. Good career choices include poet and scientist.

Meme McKee can be reached at (626) 578-6300, Ext. 4911, or at news.star-news@sgnn.com

state Department of Insurance.

He also used the false name to conduct business as the opera-

tor of Montana Bail Bonds in

Los Angeles, the department

After a hearing, Martinez declined to let Chamsi with-

Martinez said that Chamsi knew from working five years as a bail bondsman that some documents are filed under penalty of perjury and that he had specialized knowledge in

Evidence during the hearing

showed Chamsi did millions of dollars in business annually

since getting his license in 1995.

draw his no-contest plea.

Ex-lawmaker George Kasem dead at 82

Associated Press

George A. Kasem, a lawyer who became the first Arab American elected to Congress, died in Carlsbad, family members said Tuesday.

He was 82 Kasem died Monday at a care facility from pneumonia, his wife, Catherine, said. "He lived a great life," she

said

Kasem, a Democrat, repre-sented a San Gabriel Valley dis-

trict for one term in the House of Rep-resentatives, from 1959-1961. He lost his bid for re-election and returned to his law practice.

A search of congressional records failed KASEM

to find an Arab American who served before Kasem, a librarian in the U.S. House of Representatives said.

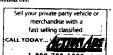
Born to parents of Lebanese descent in Drumright, Okla., Kasem moved to California as a hasen moved to California as a teen-ager. He entered the Army Air Corps during World War II and served in the North African and European campaigns for four years before his discharge

in 1945.

After the war, he received undergraduate and law degrees from USC. He began practicing law in Los Angeles in 1951 and moved to Baldwin Park two years later.

Kasem was named commis-sioner of Citrus Municipal Court in West Covina from 1978 until his retirement in 1984. He moved to Carlsbad five years later.

Besides his wife of 54 years, Kasem is survived by a daughter, Janet Orr, and two grand-children.

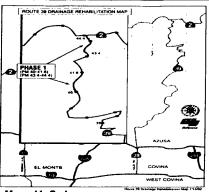




PUBLIC NOTICE ENVIRONMENTAL SCOPING NOTICE

STATE ROUTE 39

Caltrans is seeking public comment on a proposal to rehabilitate State Route 39 in Los Angeles County



Map not to Scale

WHAT IS BEING PLANNED?

WHAT IS BEING PLANNED?

The California Department of Transportation is formally initiating studies for a Drainage Rehabilitation Project on State Route 39 (San Gabriel Canyon Road) within the Angeles National Forest. This road has remained closed since 1978 from the Crystal Lake junction to the State Route 2 (Angeles Crest Highway/State Route 3) junction due to frequent slides caused by heavy rainstorms. Recurring geological activities such as landslides and severe winter storms have caused further crossion of the roadway and have kept the road closed to the public for safety reasons. This project would allow partial opening of the road at each end of the Snow Spring slide area, although unannounced closures would be in effect. The project would also enable the current gates of the closed section to be moved inward in order to provide access to additional recreational areas. In addition, it would provide improved access for search and rescue activities by the Los Angeles Sheriff's Department, Angeles National Forest personnel, and other emergency personnel.

WHY THIS NOTICE?

Caltrans is formally initiating studies for this project. Prefir environmental resource studies and agency coordination have ind tentrolimental resolution agency coordination have introduced that the resulting environmental document will be an Initial Study/Environmental Assessment that is expected to lead to a Focused Negative Declaration/Finding of No Significant Impact (ND/FONSI). The document will focus on the biological resources that are present in the project area and mitigating potential impacts.

WHAT IS SCOPING?

WHERE DO YOU COME IN?

You may send your comments by MARCH 5, 2002 Mr. Ronald Kosinski, Deputy District Director (RT 39) California Department of Transportation

Division of Environmental Planning 120 South Spring Street - Mail Stop 16A Los Angeles. CA 90012 e-mail: Luz_Torres@dot.ca.gov

A public scoping notice is to solicit comments from public agencies, private entities, and interested individuals regarding potential social, economic, and environmental issues related to the project. The scoping notice also ensures that these parties are involved early in the environmental planning process.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

NEWSPAPER ADS FOR CIRCULATION OF DRAFT ENVIRONMENTAL ASSESSMENT/INITIAL STUDY FEBRUARY – MARCH 2003

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OBITUARY



EDITH PAULINE BENNETT

01/24/1914 - 02/07/2003 Edith Bennett has quietly slipped away from us to join her beloved husband in heaven. Edith was born in Montreal, Canada, and spent much of her adult life as a Navy man's wife. She and her oldest son Robert were in Pearl Harbor when it was attacked. and are both Pearl Harbor survivors. She was a homemaker, raising two sons in El Monte, CA. Edith also lived in Monrovia and most recently, San Dimas, Ca. Edith made friends very easily, and leaves behind many people who knew and loved her. She will be deeply missed, most of all by her family. Edith is survived by her brother, Alan Gardner of Orangevale, CA; her two sons, Robert Bennett (Sharon) of Everett WA, and Alan Bennett (Shelly) of Duarte CA; grandchildren, Mike, Dave and Alex; two great grandchildren, Ryan and Zachary Bennett. Services will be held at Rose Hills Memorial Park, in Whittier, with a viewing at 1:30pm and gravesite services at 3:00pm.

ROSE HILLS Memorial Park & Morruso

O'MELVENY - Henry William

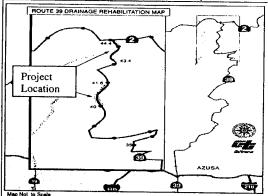
O'Melveny, II, born March 25, 1925 in Pasadena, passed away February 6, 2003. Preceded in death by parents Donald O'Melveny and Phila McWilliams, and wife Joan Hosking O'Melveny. Co-founder and CEO of House of Packaging, Inc. Board member of Catalina Conservancy, he was actively involved in the Los Angeles Yacht Club and served as President of the Catalina Marineros. Survived by sons, Bill O'Melveny, Donald O'Melveny, II; daughter, Polly O'Melveny, Nelson, and grandchildren, Adrienne O'Melveny, Valerie O'Melveny, Patrick Taylor O'Melveny, Derek Nelson, Kyle Nelson,

An informal memorial gathering will be held between 12:00-3:00 P.M., Saturday, March 1, 2003 at the Los

Caltrans

PUBLIC NOTICE

Notice of Availability of the DRAFT ENVIRONMENT ASSESSMENT/INITIAL STUDY for State Route 39 Roadway Rehabilitation Project



WHAT IS BEING PLANNED?

The California Department of Transportation (Caltrans) is formally initiating circulation for the Draft Environmental Assessment/Initial Study of the San Gabriel Canyon (SR-39) Roadway Rehabilitation Project. SR-39 has remained closed since 1978 from Crystal Lake/SR-39 junction to the Angeles Crest Highway (SR-2)/SR-39 junction due to frequent slides caused by heavy rainstorms. Frequent geological activities, rock slides and severe winter storms, have also caused further erosion of the roadway and kept the road closed to the public for safety reasons. This project would allow partial re-opening of the SR-39 providing access to additional recreational areas. In addition, the project would provide improved access for search and rescue activities by the Los Angeles Sheriff's Department, Angeles National Forest and other emergency personnel.

WHY THIS NOTICE?

Caltrans is currently soliciting written comments from all pertinent public agencies, private entities and interested/affected individuals regarding potential social, economic, community traffic, safety and environmental issues related to this project. Preliminary environmental resource studies and agency coordination have indicated the resulting environmental document will be an Environmental Assessment/Initial Study that is expected to lead to a Focused Negative Declaration/Finding of No Significant Impact. The document will focus on the biological resources present in the project area and mitigate potential impacts.

WHAT IS AVAILABLE?

You may look at or obtain the Draft Environmental Assessment/Initial Study at the Caltrans, District 7 Office located at 120 South Spring Street, Los Angeles, CA 90012 on weekdays from 8 a.m. to 5 p.m. There are also copies of the report available at Azusa Public Library, reference section located at 729 North Dalton Avenue, Azusa. Hours are Monday & Tuesday 10 a.m.-9 p.m.; Wednesday & Thursday 10 a.m.-6 p.m. and Friday & Saturday 10 a.m.-5 p.n. La Cañada Flintridge Public Library, reference section located at 4545 North Oakwood Avenue, La Cañada Flintridge. Hours are Monday-Wednesday 10 a.m.-8 p.m. and Thursday-Saturday 10 a.m.-5 p.m.

WHERE DO YOU COME IN?

A public meeting will be held from 6 to 8:30 p.m. on Thursday, February 27 at the Azusa City Hall Council Chambers located at 1213. East Foothill Boulevard for the public to discuss the project scope and potential impacts presented in this document. If you are unable to attend the public meeting you may submit your comments to our office to the address below by MARCH 7, 2003

Mr. Ronald Kosinski, Deputy District Director (SR-39)
California Department of Transportation
Division of Environmental Planning
120 South Spring Street - MS 16A

Los Angeles, CA 90012

CONTACT? For more information about this proposed project, call Caltrans Public Affairs Office at (213) 897-3656 or visit us at our website at http://www.dot.ca.gov/dist07/pubs/enviro_docs.shtml

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dates for two seats on the West WEST COVINA - The candi-

> STAIT WRITER By Diama L Ploemer

AMITTACA LOCAL / REGION

TUESDAY, FEBRUARY 18, 20

SAN GABRIEL VALLEY TRIBUNE

BALDWIN PARK - Police and family members are asking the public to help find the killer of Joseph Gomez, 42, gunned down near his parents' house more than three months ago.

He took his last breath right at the corner house," said Rebecca Gomez, Joseph's mother. "He could see our house."

Joseph was walking to his parents' home about 6 p.m. on Nov. 5 when he was killed at Wimmer Avenue and Nubia Street.

Los Angeles County sheriff's homicide detectives believe residents on Wimmer Avenue, Nubia Street and Larry Avenue saw the shooting, but are afraid to come forward.

"We need the public's assistance," said homicide Lt. Jack Jordan. "Somebody had to see this or knows about it. We're not getting help from the citizens.

Investigators say they are not certain the shooting is gang

"Somebody said they had

"He would come e day to visit me, Gomez said. "I miss

His mother descri as a man with a good

dren, a grandchild, ers and two sisters.

"I don't wish it on 77-KITCHEN ents, for them to g that, because it's so

Anyone with in about the killing shou sheriff's Homicide (323) 890-5500.

Jason Kosareff can

Raymond Gomez Cemetery, Rowland Heights.

Raymond Gomez Cemetery, Rowland Heights.

R CHRISTIANSEN

R CHRISTIANSEN

I LARY, COVINA,

Ger several times a daily (626) 331-1231.

Riverside National Cemetery, Staging Area 1, 22495 Van Buren Blvd., Riverside. WHITE'S FUNERAL. HOME, AZUSA (626-334-2921), assisting the family.

never held grudges. He is survived by ABINET FACTORSES OUTLET

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Around the **VALLE**

La Puente man shot through apartment window

PICO RIVERA — A man was fatally shot Monday in what witnesses described as a gang-related shooting in Pico Rivera.

Ivan Enriquez, 20, of La Puente, was shot three times in the torso by a gunman who leaned into the bedroom window of his girlfriend's apartment, said Los Angeles County Sheriff's deputy Rich Pena.

The shooting occurred in the block of Rosemead Boulevard at about 1:50 p.m., deputies said.

Police are looking for two assailants. The shooter is described as a light-skinned male Latino in his early 20s and was wearing a black beanie, black gloves and black sweater, Pena said. A description of the other suspect wasn't available.

Witnesses told investigators that two members of a local gang had confronted Enriquez earlier.

The suspects fied the shooting in a black Volvo or Volkswagen Jetta sedan.

Checkpoint nets four arrests, 12 impounds

AZUSA --- In the first of 20 checkpoints scheduled to be conducted over the next five

years, authorities arre drivers on suspicion of driving, one on suspick sessing methamphetam fourth on a warrant for a suspended license on

There were nine ad drivers cited for drivin suspended license or n one. Twelve cars were ed. The checkpoint wa ducted in the 400 block Azusa Avenue. Officer: Baldwin Park, Covina and Irwindale assisted

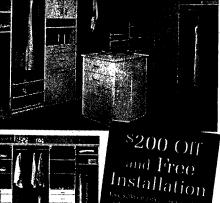
Bicyclist found de along riding trail

AZUSA --- A bicyclist found dead Monday, po from a medical condition riding trail in San Gabi Canvon.

The man, whose nar and city of residence w available, was found ab p.m. lying about 10 feet path by a passerby, said Angeles County Fire Co

The man was appar dead when the passerby across him. Jones said.

He was at a point on about a quarter-mile fro Gabriel Canyon Road, I





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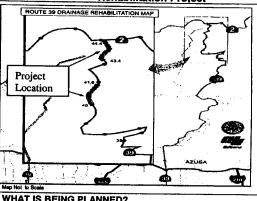
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PUBLIC NOTICE

Notice of Availability of the DRAFT ENVIRONMENT ASSESSMENT/INITIAL STUDY for State Route 39 Roadway Rehabilitation Project



WHAT IS BEING PLANNED?

The California Department of Transportation (Caltrans) is formally initiating circulation for the Draft Environmental Assessment/Initial Study of the San Gabriel Canyon (SR-39) Roadway Rehabilitation Project. SR-39 has remained closed since 1978 from Crystal Lake/SR-39 junction to the Angeles Crest Highway (SR-2)/SR-39 junction due to frequent slides caused by heavy rainstorms. Frequent geological activities, rock slides and severe winter storms, have also caused further erosion of the roadway and kept the road closed to the public for safety reasons. This project would allow partial re-opening of the SR-39 providing access to additional recreational areas. In addition, the project would provide improved access for search and rescue activities by the Los Angeles Sheriff's Department, Angeles National Porest and other emergency personnel

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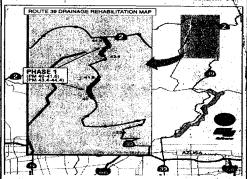
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EDUCACION



AVISO PUBLICO
Aviso de disponibilidad del
BORRADOR DEL ESTUDIO INICIAL
DE EVALUACION AMBIENT
Para el Proyecto de Rehabilitación
de la carretera en la Ruta Estatal 39



¿QUE SE ESTA PLANEANDO?

El Departamento de Transporte de California (Caltrans) está iniciárido formalmente la ciculación del Borrador del Estudio Inicial de Evaluación Ambiental, para el Proyecto de Rehabilitación de la Carretera San Gabriel Canyon (SR-39). Este proyecto ha permanecido cerrado desde 1978, de la intersección de Crystal Lake/SR 39 con Angeles Crest Highway (SR-2)SR-39 debido a los delaves ocacionados por intensás tormentas. Las frecuentes actividades geológicas, desprendimento de rocas y severas tormentas invernales, también han causado mayor ención de la carretera, manteniéndola cerrada al público por razones de seguridad. Este proyecto permitiría la rapertura parcial de la SR-39, permitiendo el acceso a las áreas adicionales de recreación. Además de esto, el proyecto brindaría mayor facilidad para labores de búsqueda y rescate del potro. Del Sheriff de Los Angeles, de Los Angeles National Forest y demás personal de emergencia.

PORQUE SE DA ESTE AVISO? Generalmente Caltrans solicita comentarios de Agencias Públicas reconocidas, entidades privadas e individuos cuyos interéses son afectados; respecto a asuntos sociales, económicos, comunitarios, de trafico, de seguridad y ambientales relacionados con este proyecto. Estudios preliminares de recursos ambientales y de la coordinación de la agencia, indican que el documento ambiental resultante, constituye un Estudio Inicial de Evaluación Ambiental, que se espera conduzca a una Declaración Negativa Enfocada a determinar un impacto No Significativo; El documento se enfoca en los recursos biológicos existentes en el áreja del provecto, y en mitigar impactos potenciales. del proyecto, y en mitigar impactos potenciales

DE QUE SE DISPONE?

DE QUE SE DISPONE?

Ud. puede revisar o/y obtener el Borrador del Estudio Inicial de Evaluación Ambiental, en la Oficina Distrital 7, ubicada en el 120 South Spring Street, Los Angeles, CA 90012, los miércoles de 8:00 a.m. – 5:00 p.m. También hay copias disponibles en la Sección de Referenda de Azusa Public Library, ubicada en 729 Nt. Dalton Avenue, Azusa. Horario: Lunes y Martes de 10:00 a.m. – 9:00 p.m.; Miércoles y Jueves de 10:00 a.m. – 6:00 p.m.; Viernes y Sábado de 10:00 a.m. – 5:00 p.m. Sección de Referencia de La Cañada Flintridge Public Library, ubicada en 1454 North Oakwood Avenue, La Cañada Flintridge, Horario: Lunes a Miércoles 10:00 a.m. – 8:00 p.m. y Jueves a Sábado 10:00 a.m. – 5:00 p.m.

¿DONDE ACUDIR? Habrá una Audiencia

¿DONDE ACUDIR?

Habrá una Audiencia Pública el jueves 27 de febrero, de 6:00 a 8:00 m.m.
en el Azusa City Hatt, ubicado en 1213 Foothill Boulevard, para gue el público discuta el proyecto, su alcance e impacto potencial presentado en este documento. Si Ud. está imposibilitado para acudir a esta fejinión, puede enviar sus comentarios a nuestra oficina, a la dirección anotada abalo, antes del 7 DE MARZO, 2003.

Mr. Ronald Kosinski, Deputy District Director (SR-39)
California Departament of Transportation
Division of Environmental Planning
120 South Spring Street – MS 16A
Los Angeles, CA 90012

¿CONTACTO? Para mayor información sobre el proyecto propuesto, llame a Caltrans Public Affairs Office al (213) 897-3656 o visitenos en nuestra página en la red: http://www.dot.ca.gov.

solo el de los jardinegos sino también el de profesiona les, de grandes artistas y literatos", señaló.

La funcionaria agrego que, en general, la población estadounidense necesita prestar núe, atención a les froblemas adicativos y culturas.

"Croo de la gente se precou-

pa más por los temas sensacionalistas que por los aspectos realmente importantes, como son los que tienen que ver con la educación de la nifiez y los problemas laborales".

A su juicio, una de las formas en las que se podría fomentar la valoración del espahistóricos y culturales de sus es tudiantes mexicanos.

Gracias en gran parte a la la bor de Orozco también fue posible la realización del primer programa de intercambio de m tros mexicanos con el Distrito Escolar Unificado de Los Angeles (LAUSD) y con algunas escuelas públicas de Chicago.

Entre 1990 y 1993, mientras trabajaba para el programa de Comunidades Mexicanas en el Extraniero en la Secretaria de Relaciones Exteriores (SRE). Orozco promovió de manera intensa la colaboración en el campo educativo entre México y Estados Unidos.

versidad de Houston) bajo la categoría de Literatura Clásica, es el poemario que convierte a Salinas en una de la s voces más im-portantes de la n ueva literatura chicana en Estad os Unidos.

Frecuentemente invitado a es tos eventos, Salinas ha conducido talleres para estudiantes de varios niveles y para jóvenes de comunidades marginadas por medio de centros comunitarios y agencias de servicio social en todo el país.

Su amplia exper-iencia le da una gran credibilidad ante estos jóvenes, a quienes aconseja cambiar su actitud y mejorar sus vidas, proponiendo el arte como avenida alternativa de expresión personal



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\$5 each. (626)961-

king snake, 2 feet 96-2169

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\$35. Pair air (626)358-

NCHER n prem Wclawed th paper

IES 2nd, 1 tan black male,

and large (909)622-

juare back, coat finish. \$50

Large dog cage, never used, paid \$100 will sacrifice \$15. (626)445-

SHIH-TZU PUPS Adorable, pure bred, black mask, black/ white, 1st shots, \$400. (323)256-8272

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(2) females, (1) male, 5 weeks old, AKC registered. \$350 each. (626)571-9528

(2) kittens, to good home, \$25 each. (626)338/1833.

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FOUND; LOVELY CAT

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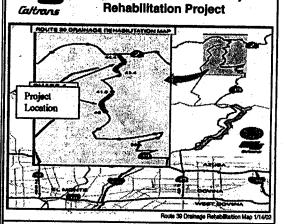
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PUBLIC NOTICE Notice of Availability of the DRAFT **ENVIRONMENTAL ASSESSMENT/** INITIAL STUDY for State Route 39 Roadway



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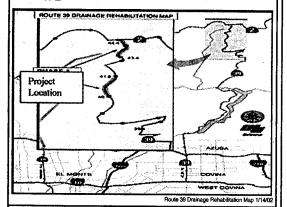
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INITIAL STUDY
for State Route 39 Roadway
Rehabilitation Project



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Los Angeles, CA 90012

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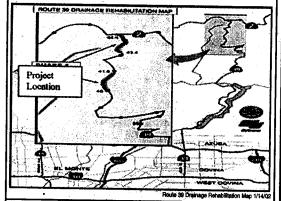
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Rehabilitation Project



WHAT IS BEING PLANNED?

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WHAT IS AVAILABLE?

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WHERE DO YOU COME IN?

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Mr. Ronald Kosinski, Deputy District Director (SR-39)

California Department of Transportation

Division of Environmental Planning 120 South Spring Street - MS 16A

Los Angeles, CA 90012

CONTACT?

For more information about this proposed project, call Caltrans Public Affairs Office at (213) 897-3656 or visit us at our website at http://www.dot.ca.gov/dist07

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warranty \$150. Built-in Gl washer, \$75. (626)335-9660. GE dish-WHIRLPOOL WASHER/ DRYER Good condition, \$80 each.
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Saturday. 10am to 70m. Saturday, 10am to 7pm.

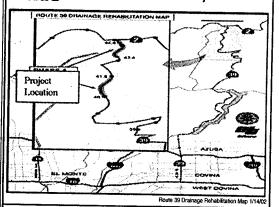
ITALIAN LEATHER SOFA & Loveseat. Brand new. Top quality. Must see! Was \$2,300. Both \$890. (626)281-5515.

Walnut bedroom. Dresser/ mirror, \$200. Armoire, \$200. Headboard/ waterbed frame, king pillowtop mattress, \$175. (626)963-2887

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PUBLIC NOTICE Notice of Availability of the DRAFT **ENVIRONMENTAL ASSESSMENT/** INITIAL STUDY for State Route 39 Roadway **Rehabilitation Project** Caltrans



WHAT IS BEING PLANNED?

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Mr. Ronald Kosinski, Deputy District Director (SR-39)

California Department of Transportation Division of Environmental Planning

120 South Spring Street - MS 16A

Los Angeles, CA 90012

CONTACTS

For more information about this proposed project, call Caltrans Public Affairs Office at (213) 897-3656 or visit us at our website at http://www.dot.ca.gov/dist07

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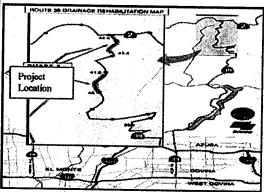
344 E. Route 66, Glendora (626) 963-7790

Servicio en Español 620 E. Foothill Blvd., Azusa (626) 815-1200

Caltrans

PUBLIC NOTICE Notice of Availability of the DRAFT **ENVIRONMENTAL ASSESSMENT/ INITIAL STUDY**

for State Route 39 Roadway **Rehabilitation Project**



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Division of Environmental Planning

120 South Spring Street - MS 16A

Los Angeles, CA 90012

For more information about this proposed project, call Caltrans Public Affairs Office at (213) 897-3656 or visit us at our website at http://www.dot.ca.gov/dist07

Model airplane, needs to be finished, Sportster Bipe 40, \$20. (626)358-5214.

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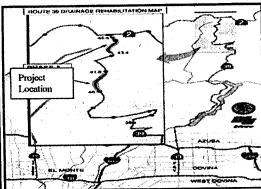


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INITIAL STUDY for State Route 39 Roadway **Rehabilitation Project**



Route 39 Drainage Rehabilitation Map 1/14/0

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Garage Sales

AZUSA Little bit of everything! February 15th-16th, 8am-2pm, **614 February 15th-16th, 8am-2pm. **61 N. Angeleno Ave** "Foothill/ 5th St"

MOVING SALE!

DUARTE Foothills. Saturday, February 15th, 9am-3pm. ** 3208 Brookridge Rd** (Royal Oaks, North on Mountaincrest)



ESTATE SALE

WEST COVINA Thursday, Friday 8am-3pm. **1104 East Blue Dr**/ Greta. Entire house full of furniture, tables, china cabinet, brass bed, rapies, cnina capinet, prass ped, couches, (2) dining room sets, collectibles, antiques, lamps, roll-top desk, pictures, glass, books, porcelain, 1989 Mercury Cougar, much, much miscellaneous.

MULTI FAMILY GARAGE SALE! AZUSA February 15th, 8am. * 921 East Armstead* (Citrus/210). Big items.

YARD SALE GLENDORA Saturday February 15th, 8am. Lots of good stuff!! *817 West Foothill Blvd*

YARD SALE!!
DUARTE Saturday, February 15th. 8am-2pm. "Erlington Ave" Toys, clothes, collectibles, miscellaneous!

MULTI FAMILY RUMMAGE

SALE SAN DIMAS Clothes, toys, appliances, furniture, Saturday, February 15th, 8am-1pm, **528 North Hatfield**

HUGE GARAGE SALE!
ROWLAND HEIGHTS
February 22nd, 8am. Antiques.
collectibles, womens clothing. dinette, housewares, dishes, toys. decor items, more! *1922 Lerona Ave* (Radby/ Nogales) Rain/ shine.

MULTI-FAMILY SALE
GLENDORA February 15th,
7am. Funiture, household,
miscellaneous. *18758 East Milton
Drive* (Barranca)

GARAGE SALE COVINA Saturday, February 15. Bdoks, toys, clothes, odds and ends. "820 N Fifth Avenue".

YARD SALE!

GLENDORA Saturday
February 15th, 7am-12pm.

2226 East Limited Street Furniture.
children's stuff, exercise.

Premier

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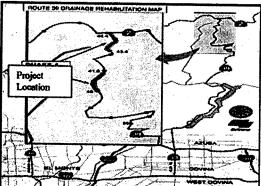
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PUBLIC NOTICE

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for State Route 39 Roadway **Rehabilitation Project**



Route 39 Drainage Rehabilitation Map 1/14/0

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CALL X SATELLITE







INITIAL STUDY/ENVIRONMENTAL ASSESSMENT STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

APPENDIX E - MAILING LIST

Mr. Jonathan Synder U.S. Fish & Wildlife Service Carlsbad Field Office 2730 Loker Avenue West Carlsbad, CA 92008

ATTENTION: Trudy Ingram California Department Of Fish and Game South Coast Region 4949 Viewridge Avenue San Diego, CA 92123

California Environment Project 2032 Eden Avenue Glendale, CA 91206

Hymie Luden Federal Transit Administration 201 Mission Street, Suite 2210 San Francisco, CA 94105

Director, Office of Environemntal Compliance U.S. Deparment of Energy 1000 Independence Ave., SW, Room 4G-064 Washington, DC 20585

Sierrra Club 2410 Beverly Blvd. Suite 2 Los Angeles, CA 90057

State Clearinghouse 1400 Tenth Street Sacramento, CA 95814 Azusa Chamber Of Commerce 240 West Foothill Blvd. Azusa, CA 91702

California Regional Water Quality Control Board 320 West 4TH Street Suite 200 Los Angeles, CA 90013

California Native Plan Society 1722 J Street Sacramento, CA 95814

Director, Office of Environmental Policy and Compliance Department of the Interior Main Interior Building, MS 2340 1849 C Street, NW Washington, DC 20240

Director, Office of Environmental Affairs Department of Health and Human Services 200 Independence Ave., SW, Room 537F Washington, DC 20201

Environmental Clearing Officer Dept. of Housing and Urban Development 450 Golden Gate Avenue P.O. Box 36003
San Francisco, CA 94102

Headquarters Environmental Program 1120 N Street, MS-27 PO Box 942874 Sacramento, CA 94274-0001 John R. Zeigler, Senior Transportation Engineer Automobile Club of Southern California Public Affairs, A-131 3333 Fairview Road Costa Mesa, CA 92626

Chief E.W. Gomez California Highway Patrol 411 N. Central Avenue, Suite 410 Glendale, CA 91203-2020

> President Sheila Cook La Cañada Flintridge Chamber of Commerce 4529 Angeles Crest Hwy, Suite 102 La Cañada Flintridge, CA 91011

Steve Castallanos City Of La Cañada Flintridge 1327 Foothill Blvd. La Cañada Flintridge, CA 91011

Wrightwood Chamber of Commerce 1253 Evrgrn Wrightwood, CA 92397

Mr. P. Michael Freeman, Fire Chief L.A. County Fire Department 1320 North Eastern Ave. Los Angeles, CA 90063

Mr. James Hartl, Planning Director L.A. County Dept. of Regional Planning Hall of Records, 13th Floor 320 West Temple Street Los Angeles, CA 90012 Environmental Defense Environmental Justice Project Office One Park Plaza 3250 Wilshire Blvd., Suite 1400 Los Angeles, CA 90010

Mr. Greg Newhouse California Energy Commission 1516 Ninth Street Sacramento, CA 95814

Chair Jo Thompson Public Works 1327 Foothill Blvd. La Cañada Flintridge, CA 91011

ATTENTION JEFFREY M. SMITH, AICP RE: SCAG NO. I20020049 SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS 818 WEST SEVENTH STREET 12TH FLOOR LOS ANGELES, CA 90017-3435

Fire Departments 5980 Elm Street Wrightwood, CA 92397

Angeles Crest Resorts 954 Foothill Blvd La Canada, CA 91011

Conny B. McCormack Los Angeles County Clerk P.O. Box 1024 Norwalk, CA 90651 Mr. Mark A. Pisano, Executive Director Southern California Association of Governments 818 West Seventh Street 12th Floor Los Angeles, CA 90017

Mr. Barry R. Wallerstein, Executive Officer South Coast Air Quality Management District 21865 E. Copley Drive Diamond Bar, CA 91765

> Mr. San Banh, Planning Division Los Angeles County Dept. of Public Works 900 S. Fremont Avenue 11th Floor Alhambra, CA 91803-1331

Ms. Kathleen Strelioff, Senior Librarian West Los Angeles Regional Library 11360 Santa Monica Blvd. Los Angeles, CA 90025

Mr. Hans Kreutzberg
Office of Historic Preservation
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

FOREST PRESERVATION SOCIETY 4023 CHANEY TRAIL ALTADENA, CA 91001 The Honorable Barbara Boxer United States Senator, 312 North Spring Street #1748 Los Angeles, CA 90012

The Honorable David Dreier U.S. Congressman, District 26 2220 East Route 66 Suite 225 Glendora, CA 91740

The Honorable Jack Scott California State Senator, District 21 215 North Marengo Avenue Suite 185 Pasadena, CA 91101

The Honorable Carol Liu California State Assemblywoman, District 44 215 North Marengo Avenue Suite 115 Pasadena, CA 91101

The Honorable Ed Chavez
California State Assemblyman, District 57
13181 Crossroads Parkway North
Suite 260
Industry, CA 91746

The Honorable Cristina Cruz-Madrid Mayor, City of Azusa 213 East Foothill Blvd Azusa, CA 91702

The Honorable Diane Chagnon Councilmember, City of Azusa 213 East Foothill Blvd Azusa, CA 91702 The Honorable Dianne Feinstein United States Senator, 11111 Santa Monica Blvd. # 915 Los Angeles, CA 90025

The Honorable Adam Schiff U.S. Congressman, District 28 35 South Raymond Avenue Suite 205 Pasadena, CA 91105

The Honorable Bob Margett California State Senator, District 29 23355 East Golden Springs Drive Diamond Bar, CA 91765

The Honorable Dennis Mountjoy California State Assemblyman, District 59 135 West Lemon Avenue Suite A Monrovia, CA 91016

The Honorable David A. Spence Mayor, City of La Cañada Flintridge 1327 Foothill Blvd. La Cañada Flintridge, CA 91011

The Honorable Joseph R. Roach Councilman, City of Azusa 213 East Foothill Blvd Azusa, CA 91702

The Honorable Dick Stanford Councilmember, City of Azusa 213 East Foothill Blvd Azusa, CA 91702 The Honarable Anthony J. Portantino Councilmember City Of La Cañada Flintridge 1327 Foothill Blvd. La Cañada Flintridge, CA 91011

The Honarable Jerry G. Martin Councilmember City Of La Cañada Flintridge 1327 Foothill Blvd. La Cañada Flintridge, CA 91011 The Honarable Deborah K. Orlik Councilmember, City Of La Cañada Flintridge 1327 Foothill Blvd. La Cañada Flintridge, CA 91011

APPENDIX F1 - SCOPING COMMENTS

February 13, 2002

Mr. Ronald Kosinski
Deputy District Director (RT 39)
California Department of Transportation
Division of Environmental Planning
120 South Spring Street - Mail Stop 16A
Los Angeles, California 90012

Re: Public Notice Environmental Scoping Notice State Route 39

Dear Mr. Kosinski,

Access to the San Gabriel Mountains is, in my opinion, sufficient. Extending the road to allow additional recreational areas will benefit only a few individuals. The current road allows enough polluters, litters, and paint ball enthusiasts enough area to deface. Resources of the Forestry Department for maintenance are already being stressed.

The money required building a new road, which will undoubtedly only be buried by landslides again, could be put to better use on existing roads within the jurisdiction of CALTRANS. Prudence with the California tax dollar is admired by many, whereas, small sections of road are not.

Sincerely,

golfane

February 14, 2002

Ronald J. Kosinski, Deputy District Director Division of Environmental Planning (LA 39)
Caltrans
120 S. Spring Street (MS 16A)
Los Angeles, CA 90012

Ref.:

File 07-LA-39

PM 40.0/41.3 & 43.81/44.4

State Route 39 Drainage Rehabilitation

EA: 133201

I believe that a full Environmental Impact Report is needed for the above project on State Route 39.

This highway is adjacent to the San Gabriel Wilderness which has a population of Big Horn Sheep. I have seen sheep in that area near Highway 2, Mt. Hawkins, and South Mt. Hawkins. This project is also near the San Andreas Fault, the North Fork of the San Gabriel River drainage and the San Gabriel Reservoir. If there is a severe winter storm and mud slides, there could be serious consequences below the project.

I first noticed work on this road in 1999 when I heard blasting just below the intersection of Highway 2. I walked down the road (SR 39) on the weekend and saw trucks, bulldozers and other equipment were being used to move material blasted loose to fill sections of the road that had fallen away. The equipment carried name of a contractor from the Palmdale area. I called someone from Caltrans to find out what they planned for the road. I was told they had a contractor stabilizing the road and clearing the drains. I was told this was a 3-year project which would possibly mean the highway could be opened upon completion.

I walked the road again in 2000 and found the road had been cleared to two lanes with areas filled on the sides, but with some paving and other work in progress. When I went back down in 2001, parts of the road were already sliding down with one section collapsed to the center line.

A full environmental impact report is necessary to discover the potential social, economic and environmental impacts of this project.

Stanley E Murphy Stanley E. Murphy February 18, 2002.

Mr. Ronald J. Kosinski, Deputy District Director Division of Environmental Planning (LA 39) Caltrans 120 S. Spring Street (MS 16A) Los Angeles, CA 90012

Dear Mr. Kosinski:

The following comments refer to proposed project activities relating to State Route 39 from Post mile 39.99 to State Route 2.

Your letter states that the proposed project would "provide access to additional recreation areas". Public access to an additional 2.6 miles of road does not appear to open additional recreation areas. Indeed it invites motorized degradation of the environment; e.g., lack of environmental integrity at Crystal Lake area. Absence of public entry to the sections of Route 39 described as Phase I does not preclude provision for usage by search and rescue entities of the road in its existing condition.

Because of the proximity of Route 39 to two wilderness areas (Sheep Mountain and San Gabriel), the proposed project should be subject to a full Environmental Impact Review, especially as it relates to sensitive species. Of particular concern is the Nelson's bighorn sheep population which, it is believed, has declined substantially over the last twenty years. ("Southern California Mountains and Foothills Assessment", Stephenson and Calcarone, page 325.)

A further consideration in pursuing this project is the historic contest with Mother Nature. The geology of the area is far more suitable to the local wildlife than human development. It is not clear that drainage rehabilitation — concrete-lined inlets, cross drains, retaining walls, widening — will result in any permanence of the roadway. So far, it's Mother Nature 100%, humans 0%. Continued erosion, slides, etc. will result in ongoing cost to maintain access. Considering the scarcity of funds for other critical state projects, it is difficult to understand the persistent attempt to funnel funds into this portion of Route 39.

I urge the undertaking of an in-depth EIR, a thorough economic cost/benefit analysis, and reconsideration of the initial rationale for this project.

Sincerely, Madyne Struck February 24, 2002

Ronald J. Koninski, Deputy District Director Division of Environmental Planning (LA 39) Caltrans, 120 S. Spring Street (MS 16A) Los Angeles, CA 90012

File 07-LA-39:

PM 40.0/41.3 & 43.81/44.4

State Route 39 Drainage Rehabilitation

EA:133201

There is a population of Big Horn Sheep near where this work is planned-I have seen sheep in the area near Highway 2. The project, as you undoubtedly know, is near the San Andreas Pault, and the north fork of the San Gabriel River drainage. Aside from potential earthquake damage, a moderately severe storm or mud slide could (and has in the past) undermine the entire project. In short, a full Environmental Impact Report should be required for the above project on State Route 39.

I have walked down this road several times from Highway 2 and while I agree that it would be nice to maintain an emergency road between the critical points on 39 (40.0 and 44.4), it is extremely unlikely that a permanent road can be built and sustained. I cannot understand why Caltrans wants to shorten the gap between the north and south sections unless it is looking toward a through road in the future.

It is almost impossible to understand the rationale for repeatedly putting taxpayer money into this road, which has proved to cross geologically unstable terrain, instead of improving Highway 138 where so many deaths occur.

If I remember correctly, the original road was built in 1961. It was closed by a landslide in 1969, cleared and reconstructed. Winter storms of 1977 and 1978 closed the road again and it has remained closed from Crystal Lake to State Highway 2. In 1996 work on the road began again and from 1998 on proceeded sporadically, set back from time to time by washouts and uncertain funding. Even the most recent spate of work there, purportedly to open the road, washed out in 2001. The so-called passable parts of the road are closed to traffic most winters.

The proposal needs a full environmental impact report, which should put to rest further designs to make it a thoroughfare during good weather. The project is unsound environmentally, geologically, and economically.

Carol Goss

Carol Dass



Forest Service San Gabriel River Ranger District 110 N. Wabash Ave. Gleadora, CA 91741 626-335-1251 Voice 626-574-5209 TTY

File Code: 7400

Date: February 25, 2002

Ronald Kosinski Division of Environmental Planning Caltrans 120 S. Spring Street (MS 16A) Los Angeles, CA 90012

Dear Mr. Kosinski:

I am writing in response to your letter referenced as File: 07-LA 39, PM 40.0/41.3 and 43.81/44.4, State Route 39 Drainage Rehabilitation, EA: 133201.

I regret that we were unable to attend your meeting held on February 20, 2002 regarding this project. I do have comments that I would like you to consider in your analysis of this project. My main concern is that you must address any potential downstream impacts this project may have on the San Gabriel Wilderness, which borders the project site. Downstream impacts could include sedimentation or erosion into the wilderness area. A secondary issue affecting the wilderness area would be impacts to the upper reaches of the Bear Creek tributary of the San Gabriel River.

I will also need to review the archaeological and biological reports prepared by your specialists. Once these are completed, please forward them to my office for review. We would also like to review the Focused Negative Declaration/Finding of No Significant Impact (ND/FONSI).

Should you have questions, please contact Karen Fortus at (626) 335-1251 extension 249.

Sincerely,

Marty Dumpis

District Ranger

Mr. Ronald J. Kosinski, Deputy District Director Division of Environmental Planning (LA 39) Caltrans 120 S. Spring Street Los Angeles, CA 90012 27 February 2002

Dear Mr. Kosinski,

As history attests, attempting to rebuild and re-open Hwy. 39 is a financial folly. Please use these monies for a more urgent, important, and permanent Caltrans need.

Sincerely,

Coul Ly

Ronald J. Kosinski, Deputy District Director Division of Environmental Planning {LA 39} File 07-LA-39 PM 40.0/41.3 & 43.81/44.4 State Route 39 Drainage Rehabilitation

Dear Sir,

It appears to me that a considerable amount of the taxpayers money has been wasted on the project on State Route 39 without any positive results. I, for one,am completely bewildered by the whole situation. The area is near the San Andreas fault and adjacent to the San Gabriel Wilderness which has a population of Big Horn Sheep. Repeated slides have taken place and the region is unstable.

I believe that a full environmental re port shound be undertaken.

Gladys Olson

Mr. Ronald J. Kosinski, Deputy District Director Division of Environmental Planning(LA 39)
Caltrans
120 s. Spring Street (MS 16A)
Los Angeles, CA 90012

Re: Drainage Rehabilitation Project on State Route 39

Dear Mr. Kosinski;

I am writing in regard to the Initiation of Studies for a Drainage Rehabilitation Project on State Route 39 within the Angeles National Forest.

This project should not proceed without a full Environmental Impact Statement. Your letter of January 22, 2002 states that you expect the Initial Study will lead to Finding of No Significant Impact. This entire area is very geologically unstable as evidenced by past earth movement and land slides that have caused the road to be closed. There is no reason to believe these conditions will change. Landslides will again destroy the road causing closures. The blasting and use of heavy equipment will only create more instability. This will require an ongoing expenditure of funds for a road that will still be closed a good share of the time.

State Route 2 is closed between Vincent Gap and Islip Saddle every winter because of rock slides and snow. Islip Saddle is where State Route 39 terminates at State Route 2 at the upper end. Moving the upper gate in to PM 43.40 would open a very short piece of roadway at great expense. To use that short piece of road, people would have to drive nearly forty miles from La Canada to the West or Victorville to the East. There are no closer large population areas. During the winter months, access would be available only from the western side.

The increased activity on Sate Route 39 would probably result in an increase in rock slides releasing unknown amounts of rock and dirt debris into the canyon below. What effect will this have on plant life, wild life and water run off in that area? I do believe all of this calls for a full Environmental Impact Study before proceeding with this project. I strongly request public hearings be held to allow for public input. At least one meeting should be held in Wrightwood, the closest community to the upper end of State Route 39.

Please put my name on your mailing list to receive any future information concerning this project.

Sincerely Yours

Jack F. Cain

SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

February 12, 2002

Mr. Ronald J. Kosinahi, Deputy District Director RX.
Division of Environmental Planning (LA 39)
Cultrans, District 7 120 S. Spring Street (MS 16A) Los Angelos, CA 90012

SCAG Clearinghouse No. I 28629849 State Route 39 Drainage Rehabilitation

Dear Mr. Kosinski:

n to SCAG for Thank you for submitting the State Route 39 Drainage Rehabilitation review and comment. As aremothe clearinghouse for regionally signific SCAG reviews the consistency of local plans, projects and programs plans. This activity is based on SCAG's responsibilities as a region organization pursuent to state and federal lews and regulations. Guida organization pursuent to state and federal lews and regulations. Guida by these reviews is intended to assist local apsecies and project spot actions that contribute to the attainment of regional goals and policies. Thank you for submitting the Str loant project

We have reviewed the State Route 30 Drainage Rehabilitation and have determined that the proposed Project is not regionally significant per SCAG intergovernmental Review (IGR) Caleria and California Environmental Quality Act (CEQA) Guidelines (Section 15208. Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the apportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's January 31, 2002 Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you.

YM. SAITH, ACP

Intergovernmental Review

Marin Office

Angeles, Califor 90017-3435

> t (213) 235 4840 f (pay) 236-1805

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APPENDIX F2 - COMMENTS FROM CIRCULATION OF DRAFT ENVIRONMENTAL ASSESSMENT/INITIAL STUDY

QUESTION / COMMENT CARD

C-lh

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION 120 S. SPRING STREET	- Caltrans
LOS ANGELES, CA 90012	DATE: 2/27/03
NAME: JOHN HYDOMYEN CIT	1/Z. ~ // // // // ~ ~ ~ //
ADDRESS:	PHONE: 126) 962 6285
REPRESENTING: Mac Pand and and	THORE, AND THE STATE OF THE STA
I wish to speak. I would like to have the following question answered. I would like to have the following statement filed for the record. I am opposed If you would like to speak or have your question answered, please hand the care	in favor Neutral to the project ard to a Caltrans representative.
Mitigation for wildlife	
	·
	Graphic Services • Q/C Card 7/11
QUESTION / COMMENT CARD	
STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION 120 S. SPRING STREET LOS ANGELES, CA 90012	Caltrans
NAME: Barret H Welherby	DATE: 2-27-03
ADDRESS: CITY	// ZIP:
REPRESENTING: San Gabriel Cyn Property Dwars assoc	PHONE: 1818 957-1455
I wish to speak.	in favor
Safety Reasons for getting this Good r	per yesterday!

February 26, 2003

Mr. Ronald J. Kosinski, Deputy District Director Caltrans Division of Environmental Planning (SR-39) 120 S. Spring Street, MS 16A Los Angeles, CA 90012

Dear Mr. Kosinski:

•

This letter is my comments on the EA/IS prepared by Caltrans for the State Route 39 (SR39) Roadway Rehabilitation Project.

The San Gabriel Mountain bighorn sheep (Ovis canadensis nelsoni) population has declined over 85% since 1980. The long-term viability of this population is now questionable. As a result, an interagency team of wildlife biologists (California Department of Fish and Game, Forest Service, and me) have initiated preparation of an implementation strategy to restore this population.

Page 13 of the EA/IS describes a study to evaluate large mammal activity along SR 39, with particular attention to bighorn sheep. We were not aware of the movement study that you refer to and would be interested in reviewing the study plan and data Caltrans has collected.

Page 23 describes how bighorn sheep specifically move through the Snow Spring Slide Area and therefore, impacts on movement will be indirect. The restoration team knows that bighorn sheep use the northern portion of SR 39 and this general area is probably a movement corridor for animals moving between the Twin Peaks and Iron Mountain summer ranges. We were not aware that the specific location of the movement corridor had been established. As stated above, we would be very interested in reviewing the data Caltrans has collected.

Page 41 describes how construction activities would be very restricted during the bighorn sheep breeding season (October-January) and lambing season (February-April). The breeding period for this population is early October through mid-December and the lambing season is mid-April through mid-June (Holl and Bleich 1983. San Gabriel Mountain Sheep, Biological and Management Considerations, San Bernardino National Forest, Administrative Study). It is not clear how construction activities would be restricted because the construction season is not described in the EA/IS, nor were any mitigation measures provided to restrict construction activities.

Reopening SR 39 was identified as a potential barrier affecting movement between the Iron Mountain and Twin Peaks summer ranges (Holl, S.A. 2002. Conservation Strategies for

Bighorn Sheep in the San Gabriel Mountains, California. Los Angeles Fish and Game Commission). The restoration team would be interested in coordinating with Caltrans to ensure the corridor study provides sufficient information so Caltrans can implement mitigation measures to minimize impacts on this population.

Sincerely,

Steve Holl

Cc: J. Davis

T. Ingram

B. Brown

JAMES MIHALKA

February 18, 2003

Caltrans
Attention: Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
120 South Spring Street
Room 1-8A
Los Angeles, California 90012

To: Mr. Kosinski;

I am writing you this letter to ask that your office **NOT** open Highway 39 to connect it to Highway 2.

Right now since the canyon has been closed off due to the recent forest fires it is hard to get an idea of what the road would look like if opened. But if you were to go back and ask the people who work up in the canyon they would tell you just exactly what the road is like.

Every Monday Highway 39 looks like a trash dump that has overflowed its area. Baby diapers, beer cans and various other massive amounts of trash are just left on the roadside. Not in the cans that have overflowed but just dumped and left where the person just finished his/her beer or changed the babies' diapers.

This does not count the graffiti that is all over rocks, trees, buildings and other stationary objects. I would venture to say that if you stood still long enough you would probably be tagged as well. Mr. Cole wants the road opened up. However his city is not the agency or government body that will pay for the cleanup. Everyone will, and I for one say leave the road closed until those who use the canyon can show they are civilized enough to not trash it, or leave tagging to mark the territory like dogs pissing on a fire hydrant.

Some will say it is "racist" to not open the road. This is an argument overused by people who do not have factual or intellectual reasons to support their position.

As someone who goes to Wrightwood to ski I do not use Highway 39 to get there nor would I use Highway 39 to get there even if it was open to Highway 2. It is faster and **SAFER** to go around and use Interstate 15. This was true even **BEFORE** the 210 was completed and opened up. With the 210 now open it has greatly enhanced the safety and convenience of going out through the 15. Highway 39 **WILL NOT** be quicker, in fact with all the curves in the road if you do the speed limit it would take you longer.

Protect the remaining portion of the San Gabriel Canyon, protect the remaining portion of the Angeles National Forest, **DO NOT OPEN THE ROAD!**

Furthermore, your office has received a lot of criticism over the Adventure Pass. **KEEP IT!** I am all for the pass. It is the only thing keeping the canyon clean when the trash is left.

Sincerely,

James Mihalka

SAN GABRIEL CANYON PROPERTY OWNER'S ABSN., INC.

Ronald J. Kosinski, Deputy District Director (SR-39) Division of Environmental Planning California Department of Transportation, District 7 120 S. Spring St.
Los Angeles, Ca. 90012

Re: Highway 39-07274133201

Monday, March 03, 2003

Dear Mr. Kosinski

I was at the meeting that you held downtown, some months ago. If you remember I was the only civilian present. I also attended this last meeting in Azusa and was the first to speak.

My only question is what is heavens name is going on?

The newspapers state that this is a done deal and you stated it could be cancelled depending on this last meeting! You've also managed to separate this project into two completely difference projects rather than Phase 1 & 2.

Regarding the second project: I've spoken to Bill Brown, Biologists for the Forest and his feelings were that we didn't really have a problem with the Big Horns crossing the road; I <u>take</u> great issue with you on the Twenty plus million that it is going to cost for the last two miles of road. It was my understanding that this money would be spread over the entire roadway not just for the re-building of this two mile area; the Statement that the Snow Springs area was not up to State standards is hooey, since both of us know that this area went through the last El Nino and came out smelling like a rose. It is admitted that if you don't maintain the culverts, you have a big problem. It is my understanding that Cal Trans is having difficulty keeping these drains open due to pressure from the radical Environmental community? If this is right, they ought to be ashamed of themselves and they should be reported to the inspector Goneral for the state.

Regarding the construction dates and times, you made the statement that you would only work when the Big Horn aren't mating. They don't mate on the road? The herd used to be some 400, split into two groups and now it is estimated that they are down to 100 or so. This isn't due to the road; it is due to weather conditions and cougars. Not man!

This road should have been opened years ago and everyone has been playing games, especially CalTrans, since it's a mountain road and the maintenance costs are high, just like all mountain roads in the state!! Let's get it done before we have a real disaster and loose thousands of people, then who will be to blame?

We've been lucky in the last two fires and from this point on you can't count on the luck factor. Time is running out!

I heard the remark about 4,000 cars per day when the road is opened. Where in the world did you folks come up with figures like that? This road isn't some 4 lane freeway from one valley to another valley, it's a mountain road that might be heavily use during the summer time between La Canada and Azusa, with a few folks driving the back way to Wrightwood. But if for political reasons you wish to use 4,000, please do so, especially if it helps get this Highway open in my lifetime.

Sincerely yours,

Barret H. Wetherby, President

San Gabriel Canyon Property Owners Association Inc.

3700 Santa Carlotta St. La Crescenta, Ca. 91214-1048

818-957-1455 or Fax 818-957-6431

MIKE TROEGER

March 7, 2003

Mr. Ronald J. Kosinski Deputy District Director California Department Of Transportation
Division of Environmental Planning (SR-39)
120 S. Spring Street, MS 16A
Los Angeles, Ca. 90012

Ref,:

File 07-LA-39

PM 40.0/41.3 & 43.81/44.4

State Route 39 Drainage Rehabilitation

EA: 133201

Dear: Mr. Konsinski

The following comments refer to the proposed project relating to State Route 39. Which is planned to repair 2, 1 mile sections of the highway. Between 5 miles north of the Crystal Lake Campground Junction and State Route 2.

Currently the road is open for emergency travel and has been used for this. The proposed project is to move each of the current gates at each end in 1 mile still leaving the center section closed because of instability and potential of Threaten and endangered species. The project is projected to cost \$3, 000,000.00 dollars or 1,500,000.00 per mile still ending at a locked gate. With the remain unopened section highly unlikely to ever open because of natural conditions and environmental reasons and costs.

In the current economic condition of the state of California how can the Department of Transportation propose such a project. When roadways that are heavily used in the state are in great disrepair and of public safety concern. In addition, for the foreseeable future how can \$3,000,000.000 be spent on this project with minimal advantage to the public. I am sure there are many other projects within the Ca. Road system covered by California Department of Transportation that could put this money to better use maybe even for better public safety.

This road is currently open for emergency traffic so I do not understand why it must be improved??

I believe that the NO BUILD ALTERNATIVE is the best option. As this option will maintain the existing conditions of the roadway without any improvements.

/////<

Sincerely

Mike Troeger

Mr. Kosinski.

I've been reading articles in the Whittier Daily News on the Hwy. 39 reconstruction project proposed and felt compelled to write my feelings on this matter. Usually I don't get involved with governmental matters but feel strongly on this and thought i'd submit my opinion.

The articles I've read show a cost of over 25 million dollars to complete the project.....it seems to me with California's financial problems that 25-plus million dollars could be better spent. I don't know how familiar you are with Hwy. 39 above Azusa but it is a beautiful area. Have you ever been up along this road on a Monday morning to see all the trash and beer bottles left behind by the people who presently use the existing road. (More traffic in this area will only lead to more trash) You should check with some of the agencies who presently are responsible for maintaining these areas to see about "impact on wildemess and wildlife." The area is a disgrace. I don't think access to more of this pristine wildemess is a good idea, let alone at a cost of 25-plus million dollars. The first money spent up there should be a 24 hour police presence. I am not a person who believes in a "police state" but this area is the closest thing I've ever seen to "lawless."

One article states, "Best management practices will be applied to minimize the impact on wildlife crossings of bighom sheep and other large animals." Sure, go up on Hwy. 39 on a Monday morning and see the trash left behind. This past weekend I even saw a burned out car pushed along the crest of the San Gabriel Dam reservoir. On several other occasions I've seen stolen cars extracted from the Morris and San Gabriel Dam areas. Presently at the Morris Reservoir there is a banner on a fence asking for help in identifying the killers of a female college student who's body was found alongside the road one morning. After dark there is no police presence anywhere in this area. I'm surprised more bodies aren't found. It seems to me that we aren't using "best management practices" with what we have. Maybe that 25-plus million dollars should be spent on straightening out the existing mess.

Another question that comes to mind is fire danger and it's costs to the tax payer and by allowing access to additional areas of the forest is inviting trouble. Both of the 2002 fires were arson fires and by allowing more access will just make it harder to maintain. This project isn't good for the forest, it isn't good for the wildlife, it isn't good for anything!

I can only wonder what motivates "some local officials and mountain residents" to reopen this stretch of road. I'm sure it's not the scenic beauty. Maybe you should look into "their motivation" before spending anymore money.

Thank you for your time,

Frank Dayton

ps. If you have any questions please feel free to call me @ (562) 944-6638 after 3:15 P.M.

STATE CAPITOL P.O. BOX 942849 SACRAMENTO, CA 94249-0057 (916) 319-2057

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March 4, 2003

Mr. Ronald Kosinski
Deputy District Director
SR 39
CalTrans Division of Environmental Planning
120 S. Spring Street
MS 16-A
Los Angeles, CA 90012

Dear Mr. Kosinski:

I write to support the proposed State Route 39 Roadway Rehabilitation Project currently under environmental review. I have been an elected official in the San Gabriel Valley for nearly two decades and have worked many years in a variety of ways to see that this portion of State Route 39 reopens. I recently toured the area with local officials and representatives of CalTrans to see firsthand where improvements are planned – a process that only strengthened my commitment to this issue.

As you are aware, State Route 39 is a main artery through my District to several areas in the Angeles National Forest. The traffic once generated by vacationers and tourists was an important part of the area's economic vitality. Restoration of traffic flow will once again bring economic activity to the area, something that is particularly important during these difficult economic times. In addition, the project will improve response time for public safety officials responding to incidents, enhancing the safety of visitors to many areas of the Angeles National Forest. Finally, proposed clearing and restoration of inlets, culverts, and the like will greatly improve water flow and storage capacity in the area.

I thank you for your favorable consideration of my comments and of this project. I look forward to eventual completion of the State Route 39 Roadway Rehabilitation Project and re-opening of the roadway. Should you have any questions, please do not hesitate to contact me.

Sincerely

ED CHAVEZ

Assemblyman, 57th District

EC:kb

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Harry Baldwin, San Gabriel ' Bruce Barrows.

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Sidney Tyler, Jr., Pasadena ' Tonia Reyes Uranga,

Long Beach ' Dennis Wahhbur Chabarsa ' bad-Sidney Tyler, Jr., Passadena * Tonia Reyes Uranga, Long Beach * Dennis Washburn, Calabasas * Jack Weiss, Los Angeles * Bob Youseflan, Glendale * Dennis P. Zine, Los Angeles

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Riverside County Transportation Commission: Robin Lowe, Hemet

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March 3, 2003

Mr. Ronald J. Kosinsky, Deputy District Director Caltrans District 7 Division of Environmental Planning 120 S. Spring Street Los Angeles, CA 90012

SCAG Clearinghouse No. I 20030065 State Route 39 (San Gabriel RE: Canyon) Roadway Rehabilitation Project

Dear Mr. Kosinsky:

Thank you for submitting the State Route 39 (San Gabriel Canyon) Roadway Rehabilitation Project to SCAG for review and comment. clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the State Route 39 (San Gabriel Canyon) Roadway Rehabilitation Project, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's February 1-15, 2003 Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Cleaninghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

Senior Regional Planner Intergovernmental Review

State of California - The Resources Agency

DEPARTMENT OF FISH AND GAME

http://www.dfg.ca.gov 4949 Viewridge Avenue San Diego, CA 92123 (858) 467-4201



March 12, 2003

CA DEPT FISH AND GAM

BY FACSIMILE AND U.S. MAIL



Mr. Ron Kosinski, Deputy District Director Division of Environmental Planning CalTrans, District 7 120 South Spring Street Los Angeles, CA 90012 Fax No. (213) 897-0685

> Comments on Draft Environmental Assessment/Initial Study for State Route 39 Road way Rehabilitation Project, Los Angeles County (SCH # 2003021030)

Dear Mr. Kosinski,

The Department of Fish and Game (Department) appreciates the opportunity to comment on the Initial Study/Environmental Assessment for the above-referenced project relative to impacts to biological resources. CalTrans proposes to repair two miles of the closed 5-mile portion of SR 39 (one mile at the northern end beginning at the junction with SR 2, and one mile and the southern end). The project would include upgrading these sections of the roadway to CalTrans standards by clearing 23 culvert inlets of rock and other debris, building four new retaining walls, installing four new gates, widening the shoulder at the SR 2/39 intersection, installing new metal-beam guardrails, and repaving the roadway on both one-mile segments. The purpose of the project is to prevent further deterioration of the road, provide safer access for U.S. Forest Service and CalTrans maintenance crews and emergency fire and search and rescue personnel. It is unclear from the EA/IS whether the upgraded roadway sections would also provide motorized access for the public, currently, these sections are only open for hiking, biking, and other non-motorized recreational uses. CalTrans, as the lead agency for the project, anticipates that a Negative Declaration will be the appropriate environmental document pursuant to CEQA.

The following statements and comments have been prepared pursuant to the Department's authority as a Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Guidelines Section 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines Section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code Section 2050 et seq.) and Fish and Game Code Section 1600 et seq.

Mr. Ron Kosinski CalTrans, District 7 March 12, 2003 Page 2

Project Description and Need

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We find contradictory certain statements about the purpose of the project, especially relative to access. The stated project purpose on Page 2 (bullets) is to

preserve the existing roadway and provide safe access to maintenance and emergency personnel; no mention is made of providing motorized public access. Likewise, in the paragraphs preceding the bullets, it states, "Upgrading the roadway to CalTrans standards and providing a passable roadway will ensure maintenance crews, forest service and emergency personnel a safe access onto SR 39," but then, "The project would also enable the current gates of the closed section to be moved inward in order to provide access to the public into additional recreational areas." This would seem to indicate that the newly repaired roadway could be accessed by the public in vehicles. If this is the case, your January 7, 2003 letter to this office also contradicts this when it states, "...it is imperative that mitigation measures are taken to preserve the existing bighorn population. A mitigation measure would include the road being limited to people with special use permits. The permits would be given to people who may utilize the areas for non-motorized recreational activities..." Please clarify if one of the intended purposes of the project is to upgrade the road for public use in addition to emergency and maintenance use.

Impacts to Biological Resources

Bighorn Sheep. Nelson's bighorn sheep is a State Fully-Protected Species (Fish and Game Code Section 4700) and as such, the Department is not authorized to issue incidental take permits pursuant to the California Endangered Species Act (CESA). Therefore, the lead agency, in order to avoid preparing an EIR, must show that it can avoid all potentially significant impacts to sheep. Avoidance does not include mitigating for impacts after the fact or studying the issue to determine whether or not impacts will be significant.

On page 13, you state, "Large mammals particularly bighorn sheep have been observed crossing the narrow, 2-lane road and appear to have acclimated well to the presence of the abandoned roadway with limited vehicle usage." Other references are made about a movement corridor being limited to the Snow Spring area (outside the current project limits). However, the Department's bighorn sheep restoration team has identified the northern portion of SR 39 (within the project area) as a probable movement corridor for sheep moving between the Twin Peaks and Iron Mountain summer ranges. Opening up the area to vehicle traffic could potentially impact sheep crossing there, which, you have indicated, are not accustomed to vehicles in the area. Please explain how you propose to avoid impacting sheep from additional public vehicle use in the northern segment of the project.

The document incorrectly identifies the breeding season for this population of bighorn sheep as October-January (it is early October through mid-December) and lambing season as February-April (it is mid-April through mid-June). Your documents say it will avoid impacting sheep during these periods by "restricting donstruction activities." Please explain what steps

Mr. Ron Kosinski CalTrans, District 7 March 12, 2003 Page 3

will be implemented to restrict construction activities during the breeding and lambing seasons to avoid potential impacts to sheep

Nesting Birds. Based on surveys you conducted at the proposed project location, hawks, falcons, quail, hummingbirds, swallows and many other species were observed either nesting or flying through the area (page 13).

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918(50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Proposed project activities (including disturbances to native and non-native vegetation and manmade nesting substrates within and adjacent to the project area) should take place outside of the breeding bird season which generally runs from March 1- September 15 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 86).

If the project activities cannot feasibly avoid the breeding bird season, the Department recommends that beginning thirty days prior to the disturbance of suitable nesting habitat, a qualified biologist, with experience in conducting breeding bird surveys, conduct weekly surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors). The surveys should continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of project activities. If a protected native bird is found, CalTrans should delay all clearance/construction disturbance activities in suitable nesting habitat or within 300 feet of nesting habitat (within 500 feet for raptor nesting habitat) until August 31 or continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) should be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting.

Plants. The document states (page 22), "Although numerous sensitive plants are located adjacent to the project site, mitigation measures will be taken to avoid all disturbances to these plant communities...no impacts would be incurred within the APE, as a result of the project activities. Nevertheless, all mitigation measures will be implemented to reduce the risk of loss of species." If the project will not impact sensitive plant species, we do not understand why mitigation measures would be required. If you are referring to avoidance measures, please provide a map showing all the proposed road upgrades together with the locations of sensitive plants occurring near the work areas and proposed avoidance measures. Also, the document does not describe the need to remove native plants during construction, but states that replanting would be required. Please explain what areas and species will be impacted and what you are proposing as a restoration plan

03/12/2003 18:00

Mr. Ron Kosinski CalTrans, District 7 March 12, 2003 Page 4

Invasive Plants. The document states (page 23), "Non-native flora can cause substantial changes to ecosystems, upset the ecological balance, and cause economic harm... Species that are not native to California shall not be used for planting in CalTrans right of way..." Please describe potential adverse effects that may result from the spread of non-native invasive plants from increased public use of the area and how you will control/mitigate for those effects.

Traffic

On page 37, it states, "Implementation of the proposed project would not increase traffic in the area." Please explain how opening up two road segments for public use would not increase traffic in the area. How do you anticipate additional traffic impacting sensitive wildlife and plant resources addressed in these comments and how will you mitigate for those effects?

Consultation and Coordination with Resource Agencies

The Department is listed as coordinating on the project on March 20, 2001. We have coordinated and provided comments numerous other times, and believe that the March 20 citation does not accurately reflect our concerns and involvement to date. We request that you include our comment letters of May 30, 2001 and October 1, 2002 in future CEQA documents you plan to prepare.

Piecemealing

As we indicated in our May 30, 2001 and October 1, 2002 letters to you, the Department believes that the current road rehabilitation project and the rehabilitation of the middle section of SR 39 constitute one project under CEQA (guidelines section 15378a). All previous correspondence and numerous meetings among our staff refer to Phase I and Phase II of one overall project. We have provided evidence that breaking the project into two components for the purpose of evaluating impacts (and therefore, producing two separate CEQA documents) is considered piecemealing pursuant to CEQA (guidelines section 15165). Your January 7, 2003 comment letter to us claims that Phase II (reopening the center road section) is "becoming speculative" due to its high cost and State budget problems, and therefore, you are deferring preparation of an EIR/EIS since "any analysis of environmental effects would be wholly speculative and the best scientific and factual data is currently unavailable."

Based on all the information in the record to date, planning for Phase Π has proceeded from the beginning despite the fact that funding has never been approved for that phase. For example, your April 20, 2001 letter to us states, "Phase I of the project is currently programmed and has real funds...Phase II of the project currently has not been programmed..." The current EA/IS, states, in reference to several planned projects including the Long-Term Highway Reopening Project (page 43), "The following are CalTrans projects on SR 39 that are known to be in the planning stages." It is clear that CalTrans' ultimate plan is to rehabilitate the center section of road and reopen it when funding becomes available.

Mr. Ron Kosinski CalTrans, District 7 March 12, 2003 Page 5

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The Department believes that the impact analysis is somewhat speculative in nature at this point, and therefore, it would not require a high level of detail; however, this does not relieve the lead agency's obligation to analyze known or potential impacts. In several previous documents, CalTrans identified potentially significant impacts to many biological resources in Phase II that are far from speculative and which could be analyzed at this time. Results of ongoing studies that would increase the specificity of the impact analysis and proposed mitigation could be added later as they become available.

Recommendations

The EA/IS contains the proposed project and the "no-build" alternative. The Department recommends that CalTrans consider implementing a revised project, scaled back further from the currently proposed project, which is a truly stand-alone project and not likely to be viewed as piecemealing. Such a project would limit work to those elements absolutely necessary to provide safe access for maintenance and emergency personnel and protect the roadway from further erosion and damage. These elements would include:

- Clearing 23 culvert inlets, as currently proposed, and, placing grates or other barriers at inlets to reduce damage and decrease the need for future cleanouts;
- Repairing the existing retaining wall and constructing 2 new retaining walls at the south end:
- Repairing damaged asphalt, rather than complete repaving. Repairs could include a slurry seal topped with sand/gravel, patching cracks with sealant, repairing potholes, and installing new AC overlay only for the most severely damaged road sections.

This revised project would not include:

- Installing four new road closure gates
- Installing metal-beam guard rails
- Installing new AC overlay, except as indicated above
- Providing standard roadway geometrics at the Route 2/39 intersection and installing a new retaining wall at that location

We question whether these latter improvements can be justified based on current and projected public use resulting from this project. These types of improvements are necessary to protect the traveling public when the level of use warrants such actions. Yet the current project describes little or no public use of these segments even after project completion. In contrast, a portion of SR 39 just south of the proposed project is substandard, is already being used by the public and emergency personnel, but we are not aware of any plans to upgrade that section of road to CalTrans standards.

Mr. Ron Kosinski CalTrans, District 7 March 12, 2003 Page 6

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Conclusions

The Department concurs with the need to provide a safe passage for maintenance and emergency personnel and prevent the road from further deterioration. However, we believe that some of the proposed improvements, as listed above, not only are not necessary at this time, but are precursors to the Phase II project and eventual reopening of the highway. Our proposed alternative, together with avoidance and mitigation measures, would appear to allow CalTrans to accomplish its objectives without significantly impacting sensitive resources and without triggering the piecemealing constraints under CEQA.

We look forward to the opportunity of exploring this option further with you. If you have any questions, please call Ms. Morgan Wehtje, Senior Environmental Scientist, at (805) 491-3571.

Sincerely,

C. F. Raysbrook
Regional Manager

TI:ti/sl tingram/Comments on EA IS_03-03.doc

DEPARTMENT OF TRANSPORTATION DISTRICT 7, 120 SOUTH SPRING STREET LOS ANGELES, CA 90012 PHONE (213) 897-0362 FAX (213) 897-0360 TTY (213) 897-4937



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April 25, 2003

File: 07-LA 39

PM 40.0/41.3 & 43.00/43.44 Roadway Rehabilitation

EA: 133201

Chuck F. Raysbrook, Regional Manager South Coast Region California Department of Fish and Game 4949 Viewridge Avenue San Diego, CA

Dear Mr. Raysbrook

This letter is in response to a memo our office received dated March 12, 2003 in regards to the comments for the Draft Initial Study/Environmental Assessment for State Route 39 Roadway Rehabilitation Project (SCH #2003021030) proposed by the California Department of Transportation (Caltrans). Comments from the public meeting, from circulation of the draft environment document and California Department of Fish & Game (CDFG) written comments have been addressed within the final environmental document. Detailed responses from the California Department of Fish & Game are addressed as follows.

1. Project Description and Need

The California Department of Fish & Game found several contradictory statements within the purpose and need of the proposed project relative to motorized access into the closed section. The final environmental document has addressed these comments by revising the purpose and need. After serious consideration of all comments, this project will <u>not</u> result in increased public vehicular access. The sole purpose of this project is to maintain an existing facility and provide for safety relative to emergency and governmental personnel. As a result of these considerations, the access gates shall remain in their current locations. This will help to mitigate impacts to the severely endangered bighorn sheep population by limiting public vehicular access at this time.

2. Impacts to Biological Resources

Nelson's bighorn sheep is a state fully protected species and as such the CDFG is not authorized to issue incidental take permits. California Department of Transportation at this time is not seeking or applying for incidental take permits. The environmental document has determined the proposed project will not significantly affect natural vegetation, sensitive, endangered, or threatened plant or animal species. Based on the findings of Environmental Assessment/Initial Study (EA/IS), the Department adopted a Finding of No Significant Impact (FONSI)/Negative Declaration (ND) in accordance with the National Environment Policy Act (NEPA) and the California Environment Quality Act (CEQA).

It may be a possibility that the area adjacent to the project site has become a Wildlife Corridor, specifically Snow Springs (area outside the project limits). Consequently, a study to evaluate large mammal activity along State Route 39, with particular attention on bighorn sheep has been on going and will be completed in July 2010. The wildlife corridor study will be conducted over several phases. These phases will include monitoring the roadway before the road is opened, during, and after the road has been opened for a period of five years. It is anticipated once the first phase (before the road is opened) is completed, it will provide plans to mitigate for any impacts to the movement of animals across this road.

Chuck F. Raysbrook April 25, 2003 Page 2

The Department accepts the results from the California Department of Fish and Game Bighorn Restoration Team there is a high likelihood bighorn sheep are using portions of the closed section of SR-39 as a wildlife corridor. Impacts will be avoided through continued placement of the access gates at their current locations. In addition the breeding and lambing seasons for bighorn sheep have been revised within the final environmental document to reflect the correct seasons in accordance with CDFG recommendations.

3. Nesting Birds

California Department of Fish and Game has recommended at the beginning of thirty days prior to the disturbance of suitable nesting habitat, a qualified biologist to conduct weekly bird surveys to detect any protected native birds within the project impact area in the habitat. The surveys should continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of project activities.

The proposed project activities will not require grubbing vegetation or disturbing suitable nesting habitat. Although if Caltrans anticipates grubbing, recommendations set by the CDGF will be adhered to. This will provide for avoidance of direct impacts to bird nesting habitat. Because of the high elevation, and the bighorn sheep restrictions, the construction window is already severely limited. The following changes have been made to the final environmental document to reflect CDFG recommendations (See Section 4.2 Summary of Measures to Minimize Harm)

- If grubbing of plants is required during bird nesting season, then surveys for nesting birds will be conducted within thirty days prior to work. Work is herein defined as any activity including any preparation for work such as storage of materials, debris basins and access routes.
- If a protected native nest is found, Caltrans should delay all clearance/constriction disturbance activities in suitable nesting habitat within 300 feet of the nest (within 500 feet for raptor nests) should be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting.

4. Plants/Invasive Plants

The following changes have been made to the final environmental document to reflect CDFG comments concerning sensitive plants and invasive plants. (See Section 4.1.4 Biological Resources)

Based on the findings in the Natural Environmental Study Report and several other biological reports, the proposed project would have a no effect on state or federally listed threatened or endangered plant species. Although numerous sensitive plants are located adjacent and outside of the project limits measures will be taken to avoid all disturbances to these plant communities. At this time, no impacts would be incurred within the Area of Potential Effect, as a result of the project activities.

(See Section 4.2 Summary of Measures to Minimize Harm)

• The four plant species of special interest are to be avoided during project construction. Although the sensitive plants are located outside of the project limits; the locations of these four plant species of special interest will be noted in final project plans and referenced when developing grading plans and conditions for the proposed project. Localities of the Gray monardella, species determined as occurring closest to the roadway shoulder, should be marked in the field. The marking should be a 5 feet or higher plastic pipe sleeve over a 3 feet piece of rebar with the result that the locations of the plants are more visible to construction crews in the field.

Chuck F. Raysbrook April 25, 2003 Page 3

Invasive Plants

As there will be no increase in public use as a result of this project, there should be no substantial spread of non-native flora as a result of the proposed project activities.

5. Traffic

California Department of Fish and Game anticipates the proposed project would incur additional traffic and consequently impact sensitive wildlife and plant resources, what is the Department's plans to mitigate for these impacts.

Increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system, will not be noticeable. The implementation of the proposed project would not increase traffic in the area. As access gates will be maintained in current locations, no increase in vehicular traffic is anticipated. In addition, it is not anticipated that large quantities of cars will utilize the highway since traffic data indicates 4,000 cars per year are predicated to use the proposed project area. Although, a large turnout at the southern section will be restored and repaved. If necessary this area will facilitate any increase in traffic, since the area may become available for parking or for other reasons that may necessitate or accommodate seasons of high traffic volumes (which are not anticipated). Non-vehicular traffic levels are not expected to substantially change as a result of the proposed project.

In addition a collaborative effort between Angeles National Forest and California Department of Fish and Game will provide guidance and recommendations to Caltrans maintenance crews before opening any gates to the public. These discretionary actions will minimize the motoring public from impacting any sensitive resources within he closed section of SR-39.

6. Consultation and Coordination

The following changes have been made to the final environmental document to reflect CDFG comments concerning sensitive plants and invasive plants.

(See Section 5.3.1 Consultation and Coordination with Resource and Responsible Agencies).

March 12, 2003	Fisheries Biologist, Scott Harris, Fisheries
October 1, 2002	Biologist
March 20, 2001	Trudy Ingram, Environmental Specialist
March 20, 2001	Mary Myer, Plant Ecologist
May 30, 2001	Caltrans Personnel Present:
	Gino di Fabio, Project Engineer
	Arianne Glagola, Associate Environmental
	Planner

March 12, 2003

sociate Environmental Ruben Guieb, Associate District Biologist Bill Larson, Maintenance Supervisor Luz Torres, Environmental Planner Chris Haas, United States Geological Survey Biologist (conducting wildlife corridor studies)

California Department of Fish and Game

Personnel Present: Maurice Cardinas,

Dr. Jonathan Baskin, consultant to perform studies at Bear Creek and the riparian corridor at Snow Spring

March 20, 2001

A site visit to discuss the nature of proposed activities. In addition, attendees gained an understanding of the project area and biological resources in the area. Caltrans presented mitigation measures with a proposal for a wildlife corridor study. Attendees came into agreement that a complete biological assessment is necessary in order to evaluate possible impacts by the proposed project.

March 12/October 1/May 30

Comments received during circulation of draft environmental document. Comments included impacts to wildlife, piecemealing and recommendations for the development of the final environmental document.

Chuck F. Raysbrook April 25, 2003 Page 4

7. Piecemealing

Based on the findings of Environmental Assessment/Initial Study (EA/IS), the Department adopted a Finding of No Significant Impact (FONSI)/Negative Declaration (ND) in accordance with the National Environment Policy Act (NEPA) and the California Environment Quality Act (CEQA).

According to CEQA guidelines the proposed project has independent utility from the eventual re-opening of the highway, since the proposed project does not anticipate an increase in vehicular traffic. The project scope has been revised to allow for no increase in vehicular traffic within the Area of Potential Effect. In addition, the proposed project will maintain an existing facility and provide for safety to governmental and law enforcement personnel. The project scope has separate utility compared to the eventual roadway re-opening, and stands on its own as a project.

Planning for Phase II has not proceeded at this time and currently has no real funding. Consequently a project, which has not been programmed, cannot proceed with design or development of an environmental document. The Department's statements are consistent on this topic. Yes, it is the Department's goal to eventually reopen State Route 39, and that will be addressed in the future and once design alternatives have been developed and impacts of these alternatives are addressed within an appropriate environmental document.

8. Recommendations

State Route 39 Roadway Rehabilitation Project has been re-scoped several times and downsized to further minimize disturbance to natural resources within the project limits and in response to the issues CDFG has raised. Therefore, taking into consideration CDFG's concerns, the project will include the following construction activities:

- A four-inch layer of asphalt will be placed on top of existing pavement to rehabilitate the existing roadway making it more resilient to the anticipated additional traffic flow.
- Four new retaining walls will be constructed at various locations. The first three walls, located in the southern segment, are areas where the roadway was partially eroded due to landslides. The fourth wall, located in the northern segment, is to establish a standard width of roadway near State Route 2/39 intersection.
- Existing drainage structures will be cleaned of rocks and debris so that they function as originally designed. Drainage inlets grates will be placed atop of the structures to minimize damage caused by frequent rock falls.
- Metal beam guard railing will be constructed along the embankment at various locations for the safety
 of the recreational public and for governmental personnel utilizing the highway.

If you have any questions please contact me at (213) 897-0703 or Luz Torres at (213) 897-2915 (e-mail: Luz_Torres@dot.ca.gov). Thank you for your help in this project.

Sincerely,

Deputy District Director

Division of Environmental Planning

cc:

Ms. Morgan Wehtje, Camarillo; Mr. Jim Davis, Sugarloaf; Ms. Trudy Ingram, Ojai Paul D. Caron, California Department Transportation

Forest Service San Gabriel River Ranger District 110 N. Wabash Ave. Glendora, CA 91741 626-335-1251 Voice 626-447-8992 TTY

File Code: 7720-1

Date: March 4, 2003

Ronald Kosinski MCDeputy District Director
Caltrans- Division of Environmental Planning
120 S. Spring Street, Rm. 1-8A
Los Angeles, CA 90012

Dear Mr. Kosinski:

I am writing in response to your request for comments on the Draft Environmental Assessment/Initial Study (EA/IS) for the State Route 39 Roadway Rehabilitation Project (07-LA-39-133201).

The EA/IS on page 2 states that Caltrans proposes to repair 2 miles (1-mile each section) of the closed highway. This statement is also found in the Draft Negative Declaration (CEQA). The Fact Sheet that was distributed at the Public Hearing on February 27, 2003 as well as the presentation stated that 1.6 miles on the southern segment and 1 mile on the northern segment would be repaired. The EA/IS needs to be corrected to reflect the actual distance of road that will be repaired. If there are any changes to the effects analysis as a result of this increase in distance, then that also needs to be corrected in the EA/IS.

The Forest Biologist, Bill Brown reviewed the EA/IS and provided the following comments. The movement of San Gabriel Mountain bighorn sheep (*Ovis Canadensis* nelsoni) across State Route 39 was identified as an issue in the EA/IS. The area near Snow Springs Slide, which is outside of the project limits, was identified as a specific movement corridor for this animal. No impacts to bighorn sheep are anticipated as a result of project implementation.

We concur that impacts to bighorn sheep will be minimal during rehabilitation of the roadway. However, in preparation for the planned long-term reopening of State Route 39, we feel that there is a need to verify that the Snow Springs Slide area is in fact the primary movement corridor for bighorn sheep between Sheep Mountain and San Gabriel Wilderness areas. It is recommended that Caltrans conduct a three to five year study to answer this important question.





It will be important that Caltrans coordinate study design and project implementation with the California Department of Fish and Game and the Forest Service.

If you have any questions, please contact me.

Sincerely,

marty Dumpis
MARTY DUMPIS

District Ranger

cc: Bill Brown



United States Department of the Interior

FISH AND WILDLIFE SERVICE Ecological Services Carlsbad Fish and Wildlife Office 2730 Loker Avenue West Carlsbad, California 92008



In Reply Refer To: FWS-LA-1156.2

MAR 17 2003

Ronald J. Kosinski, Deputy District Director California Department of Transportation Division of Environmental Planning (SR-39) 120 S. Spring Street, MS 16A Los Angeles, California 90012

Re: Notice of Draft Environmental Assessment/Initial Study for the San Gabriel Canyon Road (SR-39) Roadway Rehabilitation Project, Los Angeles County, California

Dear Mr. Kosinski:

This responds to your letter dated January 24, 2003, and received on February 5, 2003, requesting our review of the draft Environmental Assessment/Initial Study for the above-referenced action. The proposed project would repair two miles of the highway at the northern and southern ends of the closed section of State Route (SR) 39. The northern section begins at the SR-39/SR-2 junction and ends one mile south of this junction. The southern portion begins five miles north of the Crystal Lake junction and ends one mile north of this junction. The proposed project is to clear 23 culverts of rock materials, build 4 new retaining walls, install 4 new gates, widen the shoulder at the State Route 2/39 intersection, install new metal-beam guardrails, and repave the roadway on the northern and southern closed sections.

We provide the following comments in keeping with our agency's mission to work with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people. Moreover, we provide comments on public notices issued for a Federal permit or license affecting the Nation's waters pursuant to the Clean Water Act. We also administer the Endangered Species Act of 1973 (Act), as amended. Section 7 of the Act requires Federal agencies to consult with us, if they determine that their actions may affect federally listed species. Section 9 of the Act prohibits "take" (e.g., harm, harassment, pursuit, injury, kill) of federally listed wildlife. "Harm" is further defined to include habitat modification or degradation where it kills or injures wildlife by impairing essential behavioral patterns including breeding, feeding, or sheltering. Take incidental to otherwise lawful activities can be exempted under section 7 (Federal consultations) and section10 (habitat conservation plans) of the Act.

If a proposed project may affect a listed species and is authorized, funded, or carried out by a Federal agency, that agency must consult with us pursuant to section 7 of the Act to ensure that the continued existence of the species would not be jeopardized. During the section 7 process, measures to avoid or minimize effects to listed species and their habitat will be identified and incorporated into a biological opinion that exempts incidental take by the Federal agency and

applicant. A consultation can be resolved informally if we concur in writing that a project is not likely to adversely affect listed species or designated critical habitat.

We provided a species list under the Endangered Species Act of 1973 (Act), as amended, on November 30, 2000. We are particularly concerned about erosion and sedimentation into Bear Creek given the extremely steep topography of the area in regards to the federally endangered mountain yellow-legged frog (*Rana muscosa*). We recommend conducting focused surveys in Bear Creek for the mountain yellow-legged frog.

We are concerned about the potential impact of this project to Nelson's bighorn sheep (Ovis canadensis nelsoni). The Nelson's bighorn sheep is a species that has experienced a population decline over the last twenty years. Since this project would result in a partial opening of SR 39, impacts to Nelson's bighorn sheep could occur due to increased use of the area for recreational purposes and mortality due to vehicle strikes. We support further study to examine the movements of bighorn sheep across SR 39 and their general use of the area surrounding the roadway. Also, in order to minimize potential impacts to Nelson's bighorn sheep due to rehabilitation and construction activities, we encourage conducting these activities outside the lambing season (April-June).

If you have any questions regarding this letter, please contact Jesse Bennett of this office at (760) 431-9440, extension 305.

Sincerely,

Karen A. Goebel

Assistant Field Supervisor



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE ALHAMBRA, CALIFORNIA 91803-1331 Telephone: (626) 458-5100 www.ladpw.org

ADDRESS ALL CORRESPONDENCE TO: P.O. BOX 1460 ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE WM-4

March 6, 2003

Mr. Ronald Kosinski UC
Deputy District Director
California Department of Transportation
Division of Environmental Planning (SR-39)
120 South Spring Street, MS 16A
Los Angeles, CA 90012

Dear Mr. Kosinski:

RESPONSE TO AN ENVIRONMENTAL ASSESSMENT/INITIAL STUDY SAN GABRIEL CANYON ROAD ROADWAY REHABILITATION PROJECT ANGELES NATIONAL FOREST

Thank you for the opportunity to provide comments on the Environmental Assessment/Initial Study for the subject project. The project consists of repairing sections of the closed highway and providing improved access for search and rescue activities by the Angeles National Forest, Los Angeles Sheriff's Department, and other emergency personnel. The project limits include the northern and southern sections of the closed highway. The northern section begins at the State Route 39/State Route 2 junction and ends one mile south of this junction. The southern portion begins five miles north of the Crystal Lake junction and ends one mile north of this junction. We have reviewed the submittal and offer the following comments:

Environmental Programs

As projected in the Los Angeles County Countywide Siting Element, which was approved by a majority of the cities in the County of Los Angeles in late 1997 and by the County Board of Supervisors in January 1998, a shortfall in permitted daily landfill capacity may be experienced in the County within the next few years. The construction and/or predevelopment activities associated with the proposed project may increase the generation of solid waste, and may negatively impact the solid waste management

Mr. Ronald Kosinski March 6, 2003 Page 2

infrastructure in the County. Therefore, the proposed environmental document must identify what measures the project proponent may implement to mitigate the impact. Mitigation measures may include, but are not limited to, implementation of waste reduction and recycling programs to divert the solid waste, including construction and demolition waste, from the landfills.

If you have any questions, please contact Mr. Alvin Cruz at (626) 458-3564.

Geotechnical and Materials Engineering

The proposed project will not have significant environmental effects from a geology and soils standpoint, provided the appropriate ordinances and codes are followed.

If you have any questions, please contact Mr. Amir Alam at (626) 458-4925.

Land Development

Grading and Drainage

We have reviewed the subject document and have no comments.

If you have any questions, please contact Mr. Timothy Chen at (626) 458-4921.

Transportation Planning

We have reviewed the subject document and have no comments.

If you have any questions, please contact Mr. Hubert Seto at (626) 458-4349.

Traffic and Lighting

The project will not have any significant impact to County and County/City roadways in the area. No further information is required.

If you have any questions, please contact Mr. Patrick Arakawa of our Traffic Studies Section at (626) 300-4867.

Mr. Ronald Kosinski March 6, 2003 Page 3

Watershed Management

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increases in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site.

If you have any questions regarding the above comments or the environmental review process of Public Works, please contact Ms. Massie Munroe at (626) 458-4359.

Very truly yours,

JAMES A. NOYES

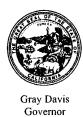
Director of Public Works

FOR ROD H. KUBOMOTO

Assistant Deputy Director

Watershed Management Division

MM:kk EIR237.DOC



STATE OF CALIFORNIA

Governor's Office of Planning and Research State Clearinghouse



ACKNOWLEDGEMENT OF RECEIPT

DATE:

February 18, 2003

TO:

Ron Kosinkski

Department of Transportation, District 7

120 South Spring Street

Mail Stop 16A

Los Angeles, CA 90012

RE:

State Route 39 Roadway Rehabilitation Project

SCH#: 2003021030

This is to acknowledge that the State Clearinghouse has received your environmental document for state review. The review period assigned by the State Clearinghouse is:

Review Start Date:

February 7, 2003

Review End Date:

March 10, 2003

We have distributed your document to the following agencies and departments:

Air Resources Board, Transportation Projects

California Highway Patrol

Caltrans, Division of Transportation Planning

Department of Fish and Game, Region 5

Department of Forestry and Fire Protection

Department of Parks and Recreation

Department of Water Resources

Native American Heritage Commission

Office of Historic Preservation

Regional Water Quality Control Board, Region 4

Resources Agency

Santa Monica Mountains Conservancy

State Lands Commission

The State Clearinghouse will provide a closing letter with any state agency comments to your attention on the date following the close of the review period.

Thank you for your participation in the State Clearinghouse review process.

Co

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN FIRE CHIEF FORESTER & FIRE WARDEN

March 20, 2003

Ms. Luz Torres
Department of Transportation
District 7, Division of Environmental Planning
120 S. Spring Street
Los Angeles, CA 90012-3606

Dear Ms. Torres:

DRAFT ENVIRONMENTAL ASSESSMENT/INITIAL STUDY -- FILE 07-LA 39, PM 40.0/41.3 AND 43.81/44.4, STATE ROUTE 39 ROADWAY REHABILITATION PROJECT, EA 133201, "SAN GABRIEL CANYON, ANGELES NATIONAL FOREST" -- (EIR #1611/2003)

The Draft Environmental Assessment/Initial Study for Road Improvement on Highway 39 has been reviewed by the Planning Division, Land Development Unit, and Forestry Division of the County of Los Angeles Fire Department. The following are their comments:

LAND DEVELOPMENT UNIT:

Prior to Construction the following items shall be addressed:

TRAFFIC MANAGEMENT PLAN:

Provide three (3) sets of alternate route (detour) plans with a tentative schedule of planned closures prior to the beginning of construction. Complete architectural/structural plans are not necessary.

CLOSURE NOTIFICATION:

Notify the County of Los Angeles Fire Department, Fire Stations <u>97</u>, <u>32</u>, <u>29</u> and <u>153</u>, at least three (3) days in advance of any street closures that may affect fire/paramedic responses in the area.

BRIDGES:

Temporary bridges shall be designed, constructed, and maintained to support a live load of at least 70,000 pounds. A minimum vertical clearance of 13'6 will be required throughout construction

FIREFIGHTING WATER SUPPLY:

Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for Fire Protection during such disruptions.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS ARTESIA AZUSA BALDWIN PARK BELL BELL GARDENS

BELLFLOWER

CALABASAS CARSON CERRITOS CLAREMONT COMMERCE COVINA

BRADBURY

CUDAHY
DIAMOND BAR
DUARTE
EL MONTE
GARDENA
GLENDORA
HAWAIIAN GARDENS

HIDDEN HILLS HUNTINGTON PARK INDUSTRY INGLEWOOD IRWINDALE LA CANADA-FLINTRIDGE

HAWTHORNE

LA MIRADA LA PUENTE LAKEWOOD LANCASTER LAWNDALE LOMITA LYNWOOD MALIBU MAYWOOD NORWALK PALMDALE PALOS VERDES ESTATES PARAMOUNT PICO RIVERA

POMONA RANCHO PALOS VERDES ROLLING HILLS ROLLING HILLS ESTATES ROSEMEAD SAN DIMAS SANTA CLARITA SIGNAL HILL SOUTH EL MONTE SOUTH GATE TEMPLE CITY WALNUT WEST HOLLYWOOD WESTLAKE VILLAGE WHITTIER Should any questions arise regarding subdivision, water systems, or access issues please contact Inspector J. Scott Greenelsh (323) 890-4235

OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance. The areas germane to these statutory responsibilities of the County of Los Angeles Fire Department have been addressed.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

David R. Leininger, Chief, Forestry Division

PREVENTION BUREAU

DRL:sc



STATE OF CALIFORNIA

Governor's Office of Planning and Research State Clearinghouse



March 11, 2003

Ron Kosinski Department of Transportation, District 7 120 South Spring Street Mail Stop 16A Los Angeles, CA 90012

Subject: State Route 39 Roadway Rehabilitation Project

SCH#: 2003021030

Dear Ron Kosinski:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on March 10, 2003, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts

Director, State Clearinghouse

Terry Roberts

Document Details Report State Clearinghouse Data Base

SCH# 2003021030

Project Title State Route 39 Roadway Rehabilitation Project

Lead Agency Caltrans #7

Type Neg Negative Declaration

Description The California Department of Transportation proposes to repair 2 miles (1-mile each section) of the

closed highway located on State Route 39. The project proposes to clear 23 culverts of rock materials, build 4 new retaining walls, install four new gates, widen shoulder at the State Route 2/39 intersection, install new metal-beam guardrails, and repave the roadway northern and southern closed sections.

Fax

Lead Agency Contact

Name Ron Kosinski

Agency Department of Transportation, District 7

Phone 213.897.0703

email

Address 120 South Spring Street

Mail Stop 16A

City Los Angeles State CA Zip 90012

Project Location

County Los Angeles

City Azusa

Region

Cross Streets Intersection of State Route 2 & State Route 39

Parcel No. Angeles National Forest

Township 3N Range 9W Section 7; 9; Base

Proximity to:

Highways 39 & 2

Airports

Railways

Waterways Bear Creek

Schools Land Use

Agencies

Land and Resource Management Plan for the Angeles National Forest.

Project Issues Archaeologic-Historic; Drainage/Absorption; Forest Land/Fire Hazard; Geologic/Seismic;

Recreation/Parks; Vegetation; Wildlife

Reviewing Resources Agency; Department of Fish and Game, Region 5; Department of Forestry and Fire

Protection; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, Division of Transportation Planning; Air Resources

Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Santa Monica Mountains Conservancy; State Lands Commission

Date Received 02/07/2003 Start of Review 02/07/2003 End of Review 03/10/2003

Note: Blanks in data fields result from insufficient information provided by lead agency.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

APPENDIX F3 - TRANSCRIPTS FROM PUBLIC MEETING: FEBRUARY 27, 2003

BEFORE THE CITY OF AZUSA DEPARTMENT OF TRANSPORTATION

CERTIFIED COPY

IN THE MATTER OF:

SAN GABRIEL CANYON ROADWAY REHABILITATION PROJECT.

RE: SR-39 ROADWAY REPAIR FROM 1.8 MILES NORTH OF CRYSTAL LAKE/SR-39 TO THE ANGELES CREST HIGHWAY (SR-2)/SR-39 JUNCTION.

TRANSCRIPT OF PROCEEDINGS

AZUSA, CALIFORNIA

THURSDAY, FEBRUARY 27, 2003

REPORTED BY:

DIANA E. CONSTANCIO CSR NO. 12592

JOB NO.: NCOQ151

COURT REPORTERS, INC

Orange County 920 W. 17th St., Second Floor Santa Ana, CA 92706 Los Angeles 523 W. Sixth St., Suite 528 Los Angeles, CA 90014

Central Coast 1610 Oak St., Suite 106 Solvang, CA 93463

BEFORE THE CITY OF AZUSA DEPARTMENT OF TRANSPORTATION

IN THE MATTER OF:

SAN GABRIEL CANYON ROADWAY REHABILITATION PROJECT.

RE: SR-39 ROADWAY REPAIR FROM 1.8 MILES NORTH OF CRYSTAL LAKE/SR-39 TO THE ANGELES CREST HIGHWAY (SR-2)/SR-39 JUNCTION.

TRANSCRIPT OF PROCEEDINGS, TAKEN

AT 213 EAST FOOTHILL BOULEVARD, AZUSA,

CALIFORNIA, COMMENCING AT 6:15 P.M. ON THURSDAY,

FEBRUARY 27, 2003, REPORTED BY DIANA E. CONSTANCIO,

CSR NO. 12592, A CERTIFIED SHORTHAND REPORTER

IN AND FOR THE STATE OF CALIFORNIA.

APPEARANCES:

RONALD KOSINSKI, DEPUTY DISTRICT DIRECTOR DEPARTMENT OF TRANSPORTATION

JOHN K. LEE, CALTRANS PROJECT

GINO DI FABIO, CALTRANS PROJECT

LUZ A. TORRES, CALTRANS ENVIRONMENTAL PLANNING

JOE BRAZILE, CALTRANS PUBLIC AFFAIRS

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EXHIBITS

(NONE)

1	AZUSA, CALIFORNIA, THURSDAY, FEBRUARY 27, 2003
2	6:15 P.M
3	
4	
5	MR. KOSINSKI: WE ARE GOING TO OFFICIALLY START
6	THIS HEARING. WE DO APPRECIATE YOUR TIME. AND WHAT WE'RE
7	GOING TO DO IS A SERIES OF A SHORT PRESENTATIONS AND THEN
8	WE'LL GET INTO COMMENTS AND QUESTIONS FROM YOU THE
9	AUDIENCE. A COUPLE OF NOTES.
10	FIRST OF ALL, THE BATHROOMS ARE IN THE BACK.
11	THOSE ARE ALWAYS IMPORTANT THINGS TO KNOW. SECOND, THIS
12	PUBLIC HEARING IS BEING RECORDED. WE HAVE A COURT REPORTER
13	ON THE OTHER SIDE OF THIS EXHIBIT.
14	SO I WOULD ENCOURAGE YOU WHEN YOU DO SPEAK,
15	TO SPEAK SLOWLY, DISTINCTLY, AND START WITH YOUR NAME
16	SPELL YOUR NAME SO WE HAVE A GOOD RECORD FOR THIS PUBLIC
17	HEARING.
18	I DON'T KNOW IF I INTRODUCED MYSELF OR NOT.
19	I'M RON KOSINSKI. I'M THE DEPUTY DISTRICT DIRECTOR FOR
20	CALTRANS, DEPARTMENT OF PLANNING. AND WE'RE HERE TODAY TO
21	PROVIDE SOME INFORMATION AND RECEIVE TESTIMONY ON THE
22	PROPOSALS TO MAKE CERTAIN SAFETY IMPROVEMENTS TO THE ROUTE
23	39 PROJECT AT THE LOCATIONS THAT ARE SHOWN IN GREEN.
24	THAT'S REALLY THE FOCUS OF THE MEETING TODAY.
25	WE HAVE WHEN YOU SIGNED UP WHEN YOU

1	SIGNED UP TO MAKE SURE THAT YOU GET A COPY OF OUR
2	ENVIRONMENTAL FILE NOTICE AND ALSO YOU HAVE A COMMENT
3	CARD. WHAT WE'RE TRYING TO DO IS KEEP THE ORDERLY FASHION
4	IS TAKE THE COMMENT CARDS IN THE ORDER THAT WE RECEIVED
5	THEM. THAT WILL BE THE ORDER THAT YOU WILL BE SPEAKING.
6	PROBABLY SINCE WE DON'T HAVE TWO
7	MICROPHONES, WE'LL JUST LET YOU COME UP HERE AND SPEAK.
8	AND I JUST WOULD ENCOURAGE YOU TO TRY TO BE SUCCINCT AND
9	TO THE POINT. HOPEFULLY, LIKE WE ALSO ARE DOING.
10	WHAT HAPPENED WAS SOME NUMBER OF MONTHS AGO,
11	AND IDENTIFIED IN THE ENVIRONMENTAL DOCUMENT, WE INITIATED
12	A SCOPING PROCESS FOR THIS PROJECT. SCOPING IS AN INITIAL
13	ATTEMPT TO INVOLVE THE PUBLIC AND GET SOME IDEAS ABOUT
14	WHAT THE PUBLIC THINKS ABOUT THE ISSUES HERE. THE SCOPING
15	WAS COMPLETED AND SUMMARIZED IN THE ENVIRONMENTAL DOCUMENT
16	WHAT WE LEARNED AT THE PUBLIC HEARING AT THAT POINT TIME.
17	THEN WE PROCEEDED DOING THIS ENVIRONMENTAL
18	STUDY THAT WE'LL HAVE SOME DISCUSSION ON. ONCE IT WAS
19	COMPLETED, THEN WE IMPROVED IT FOR THE CIRCULATION. YOU
20	HAVE UNTIL MARCH 7 TO MAKE ANY COMMENTS. SO IF IN FACT,
21	YOU GO HOME TONIGHT AND THINK OF SOMETHING AFTER THE
22	MEETING, YOU STILL HAVE UNTIL MARCH 7 TO GIVE US WRITTEN
23	COMMENTS.
24	NO DECISION HAS BEEN MADE ON WHAT TO DO. WE
25	DO HAVE CERTAIN IN THE SCOPING YOU WILL NOTICE A LOT

1	OF LETTERS INDICATING THAT PEOPLE THOUGHT THIS WAS NOT A
2	GOOD IDEA, THAT WE SHOULDN'T BE SPENDING THIS MONEY. AND
3	ALSO WE HAVE A LOT OF COMMENTS FROM PEOPLE WHO SUPPORT THE
4	PROJECT AND THINK WE OUGHT TO BE DOING IT. NO DECISION
5	HAS BEEN MADE EITHER WAY. THIS IS PART OF THE PROCESS
6	THAT WE GO THROUGH TO HELP US MAKE A GOOD DECISION.
7	WITH THAT, I'M GOING TO INTRODUCE JOHN LEE WHO
8	IS THE PROJECT MANAGER WHO WILL TALK ABOUT THE PROJECT
9	SCHEDULE AND FUNDING SITUATION.
10	MR. LEE: THANK YOU. I'M GLAD TO SEE SO MANY OF
11	YOU SHOW UP TODAY FOR THIS PROJECT AND THAT YOU HAVE AN
12	INTEREST IN THIS PROJECT.
13	FIRST OF ALL, I'D LIKE TO COMMENT THAT THERE
14	HAS BEEN IT SEEMS LIKE THERE IS SOME MISUNDERSTANDING
15	ABOUT WHAT THIS PROJECT DOES. IF YOU SEE AT THE BIG BOARD
16	RIGHT NOW TO MY LEFT, THE GREEN SECTION IS THE PORTION
17	THAT WE'RE TALKING ABOUT TODAY, THE REHABILITATION
18	PROJECT.
19	THIS PROJECT IS COSTING ABOUT \$4.5 MILLION,
20	APPROXIMATELY. IT WILL START CONSTRUCTION IN THE SUMMER
21	OF 2004 AND WILL HAVE A CONSTRUCTION DURATION ABOUT FOUR
22	MONTHS. THE REASON FOR STARTING IN THE SUMMER OF 2004 IS
23	TO HAVE A CONSTRUCTION WINDOW LIMITED TO JUNE 1 AND
24	NOVEMBER 30. AND WE'VE DONE THIS BASED ON OUR

ENVIRONMENTAL STUDIES TO AVOID THE RAINY SEASON AND ALSO

25

TO AVOID THE BREEDING SEASON OF THE BIG HORN SHEEP.

THIS PROJECT IS NOT GOING TO REOPEN THE CLOSED SECTION OF L.A. 39.

THE MIDDLE PORTION WHICH IS GOING TO BE THE RECONSTRUCTION PROJECT THAT IS CURRENTLY IN THE PLANNING PHASE AND THAT IS NOT PART OF THIS PROJECT. THAT PROJECT IS CURRENTLY STILL PLANNING OUT ALTERNATIVES AND NEEDS TO BE AN ENVIRONMENTAL DOCUMENT, THERE NEEDS -- THAT NEEDS TO BE EXECUTED FOR THAT PROJECT. SO THAT PROJECT IS STILL OFF IN THE FUTURE.

PROJECT ON THE OUTER SIDES OF THIS -- AT THE OUTER ENDS?"
WELL, THIS PROJECT WAS NOT -- IF THIS CURRENT REHAB
PROJECT IS NOT COMPLETED, THEN THE CONTINUING WEATHERING
OF THIS LOCATION IS BEHIND MOUNTAINS, IT WOULD UNDERMINE
THE HIGHWAY. AND CURRENTLY THIS ROUTE RIGHT NOW IS BEING
USED BY THE FOREST SERVICE AS WELL AS OUR OWN MAINTENANCE
VEHICLES. AND IF WE LET THIS ROADWAY CONTINUE TO BE
UNDERMINED, THEN IT WILL PROVIDE AN UNSTABLE ROADWAY FOR
THOSE PERSONNEL.

WE WOULD ALSO LIKE TO PROTECT OUR INVESTMENT.
WE WANT TO STABILIZE THIS ROADWAY TO MAKE SURE IT DOESN'T
CONTINUE TO DETERIORATE, AND THAT IS THE MAIN PURPOSE FOR
THIS PROJECT.

I WANT TO INTRODUCE THE DESIGNER, HE IS

1	THE SENIOR DESIGNER FOR THIS PROJECT. HIS NAME IS
2	GINO DI FABIO. AND HE IS GOING TO GO INTO SOME MORE
3	DETAIL ABOUT WHAT THIS PROJECT WILL ENTAIL.
4	MR. DI FABIO: THANK YOU, JOHN. MY NAME IS
5	GINO FABIO, AND I'M THE SENIOR TRANSPORTATION ENGINEER FOR
6	CALTRANS AND ALSO THE DESIGNER FOR THIS PROJECT. I AM
7	GOING TO PRESENT TO YOU FROM AN ENGINEERING STANDPOINT
8	WHAT WE'RE PROPOSING TO DO.
9	THIS PROJECT, AS MOST OF YOU KNOW, IS LOCATED
10	ABOUT 1.8 MILES NORTH OF CRYSTAL LAKE ROAD. IT SHOWS UP
11	RIGHT HERE (INDICATING) THE CRYSTAL LAKE TURNOFF,
12	SOMEWHERE DOWN IN HERE (INDICATING) AND ABOUT 1.8 MILES
13	FROM THERE IS WHERE WE START THIS PROJECT.
14	PRESENTLY WE HAVE A GATE, A CLOSURE GATE
15	THERE (INDICATING) AND WE HAVE ALSO HAVE A CLOSURE GATE
16	ABOUT FOUR AND A HALF MILES NORTH AT THE INTERSECTION OF
17	ROUTE 39 AND ROUTE 2.
18	THIS PROJECT PROPOSES TO REHABILITATE OR FIX
19	TWO SEGMENTS OF THE ROADWAY. ONE ON THE SOUTH END WHICH IS
20	1.6 MILES IN LENGTH FROM HERE TO HERE (INDICATING). AND
21	THE OTHER SEGMENT IS ONE MILE FROM HERE TO HERE
22	(INDICATING) ONE MILE SOUTH OF THE INTERSECTION.
23	BASICALLY, WHAT WE'RE GOING TO DO IS REPAIR,
24	FIRST OF ALL, THREE AREAS WHERE THE ROADWAY HAS ERODED.
25	AND THAT EROSION IS MAINLY CAUSED BY SEVERE WINTER STORMS,

1	WHICH USUALLY WILL PLUG OR CLOSE OFF THE INLETS AND
2	DRAINAGE FACILITIES THAT WE HAVE OUT THERE AND OVERFLOW
3	OVER THE SIDE OF THE EMBANKMENT AND ON THE DOWN SLOPE
4	SIDE.
5	WATER TAKES THE PATH OF LEAST RESISTANCE AND
6	FINDS IT'S WAY AND THEN IT STARTS ERODING DOWN THE
7	ROADWAY. SO WE HAVE THREE PLACES IN THE SOUTH SEGMENT
8	WHERE THE ROADWAY HAS ERODED. WE EVEN LOST A SHOULDER.
9	IN THIS PARTICULAR CASE DOWN HERE AT THE VERY BOTTOM
10	(INDICATING) WE LOST ALMOST HALF OF THE ROADWAY.
11	AND THERE WE PROPOSE TO CONSTRUCT THREE METAL
12	RETAINING WALLS, WHICH WHEN COMPLETED WILL LOOK SOMETHING
13	LIKE THIS ONE HERE (INDICATING). I DON'T KNOW IF YOU CAN
14	SEE IT FROM THERE. THIS ONE IS EXISTING AND IT WAS
15	REPAIRED BY THE FOREST SERVICE A FEW YEARS BACK AND ROUGHLY
16	AT THIS LOCATION RIGHT HERE (INDICATING).
17	AND THEN A FOURTH WALL OVER HERE (INDICATING)
18	WHERE THIS SEGMENT OF THE ROADWAY IS PRETTY MUCH STANDARD,
19	FROM HERE TO THERE (INDICATING) EXCEPT RIGHT AT THE
20	INTERCHANGE, IT KIND OF NECKS DOWN TO A LITTLE OVER ONE
21	LANE AND CALTRANS' POLICY IS TO BRING WHERE WE WORK IN AN
22	AREA, WE TRY TO BRING IT UP TO CURRENT STANDARDS. AND THE
23	CURRENT STANDARD IS TO HAVE TWO LANES ABOUT 12-FEET WIDE
24	PLUS A TWO-FOOT SHOULDER ROUGHLY. AND SO HERE

(INDICATING) WE NEED A LITTLE RETAINING WALL TO BRING THAT

ROADWAY TO THE STANDARD WIDTH.

THE CRIB WALLS ARE -- I DON'T KNOW IF YOU CAN SEE IT HERE (INDICATING), IT'S BASICALLY, WE EXCAVATE ABOUT HALF OF THE ROADWAY OR ABOUT -- AND WE GO AHEAD AND THEN WE REBUILD IT. WE RECOMPACT THE EARTH AND BOLT THESE METAL PIECES, WHICH IS GALVANIZED STEEL, AND THEN FILL THEM UP WITH STRUCTURAL BACKFILL. AND BACKFILL WITH REGULAR EARTH AND RECONSTRUCT THE ROADWAY. SO THAT'S BASICALLY HOW WE BUILD THOSE.

THE OTHER PORTION IS TO FILL THE OTHER PART OF THE PROJECT; IS TO SEAL THE RANDOM CRACKS IN THE ROADWAY ITSELF AND THEN STRENGTHEN IT BY OVERLAYING WITH ABOUT FOUR INCH A.C. PAVEMENT ON TOP OF THAT. THE OTHER PORTION IS TO CLEAN OUT THE INLETS AND THE DRAINAGE STRUCTURES BECAUSE THEY ARE ONE OF THE MAIN CAUSES OF -- IN SEVERE STORMS WHEN THESE INLETS GET PLUGGED AND THE WATER OVERFLOWS CAUSE EROSION.

SO WE'RE GOING TO REPAIR THE INLETS AND ALSO CLEAN THEM OUT. AND I DO HAVE -- IT'S HARD TO SEE FROM HERE, BUT I DO HAVE SOME PHOTOGRAPHS OF THESE INLETS, WHAT THEY LOOK LIKE AND HOW THEY SHOW SOME DAMAGE AND SHOWS THE RUBBLE AND ROCKS IN THERE AND CLEAN THEM OUT AND REPAIR THEM AND FUNCTION THE WAY THEY WERE INTENDED TO.

THE OTHER PORTION OF THE WORK IS ALSO TO REPAIR THESE RUBBLE RETAINING WALLS, RUBBLE ROCK RETAINING

1	WALLS THAT WERE BUILT WHEN THE ROADWAY WAS FIRST BUILT.
2	AND WHEN WE HAVE ONE OF OUR MAJOR PROBLEMS HERE IS WE
3	HAVE ROCKFALL, FOR EXAMPLE. AND THEY USUALLY GO OVER THE
4	SIDES OR THEY HIT THESE, THE PARAPET PORTION OR PORTION
5	ABOVE THE ROADWAY AND DAMAGE THESE WALLS. SO WE'RE GOING
6	TO TRY TO REPAIR THEM IN KIND AND I'LL SHOW SOME SKETCHES
7	HERE (INDICATING) HOW WE'RE GOING TO DO IT.
8	THEN WE'RE GOING TO RESTRIPE THE ROADWAY.
9	THIS IS A VERY SIMPLE ROADWAY. BASICALLY, YOU HAVE TWO
10	TYPES OF STRIPES. YOU HAVE A DOUBLE YELLOW MIDDLE AND TWO
11	LINES WHITE LINES SHOWING THE EDGE OR TRAVELWAY,
12	INDICATING THAT'S A TRAVELWAY. AND WE'LL PUT PROPER
13	ROADSIDE SIGNS UP WARNING PEOPLE OF TIGHT CURVES, REDUCING
14	SPEED, THINGS OF THAT NATURE.
15	AND THEN WE'RE GOING TO INSTALL QUITE A BIT OF
16	METAL BEAM GUARDRAIL WHICH ACTS AS A BARRIER TO STOP ANY
17	VEHICLE FROM GOING OVER THE SIDE IN THE EVENT OF AN
18	ACCIDENT.
19	AND THEN FINALLY, WE'RE GOING TO INSTALL FOUR
20	NEW CLOSURE GATES. THE ONE HERE (INDICATING) THE EXISTING
21	GATES ARE SINGLE GATES. WE'RE GOING TO PUT DOUBLEWIDE
22	GATES HERE (INDICATING), HERE (INDICATING), HERE
23	(INDICATING) AND THERE (INDICATING).
24	WHEN THIS ROADWAY GETS REPAIRED, WE'LL CLOSE
25	THIS GATE HERE (INDICATING) AND THIS GATE HERE (INDICATING)

1	WERE NO SENSITIVE SPECIES WITHIN THE OUTSIDE. OR WITHIN
2	OUR PROJECT LIMITS.
3	AS OPPOSED TO THE CENTER SECTION WHERE THERE
4	MAY BE POSSIBLE, WE'RE NOT WORKING THERE, SO WE'LL BE
5	FINE. SO THERE IS NOT GOING TO BE ANY IMPACT FROM OUR
6	PROJECT FROM THE FIRST PROJECT. SO OUR REPORT INDICATED
7	THAT SINCE THERE'S NO SIGNIFICANT IMPACT TO ANY OF THE
8	RESOURCES IN THAT AREA, OUR DOCUMENT WOULD BE SUFFICIENT
9	TO BE IN THE APPROXIMATELY NO IMPACT.
10	SO RON IS GOING TO TAKE THE COMMENTS NOW.
11	MR. KOSINSKI: AND WE'VE GOT TWO COMMENT CARDS SO
12	FAR. SO IF ANYBODY FILLED OUT ANY ADDITIONAL CARDS, PLEASE
13	DO SO AND JOE WILL PICK IT UP FOR YOU.
14	BEFORE WE GET INTO THESE TWO COMMENTS, AND
15	THEY ARE FROM BARBARA WETHERBY (SIC) AND JOHN HYBARGER, LET
16	ME MAKE A COUPLE WE GOT A COUPLE OF ADDITIONAL
17	HOUSEKEEPING QUESTIONS FOR YOU.
18	WE'RE SPENDING MONEY WITH NOTICING THESE
19	MEETINGS. SO I'D LIKE TO KNOW HOW MANY PEOPLE GOT DIRECT
20	MAILING FROM US ON THIS MEETING? OKAY. ABOUT TWO. THEN
21	HOW MANY PEOPLE WERE NOTIFIED THROUGH THE PENNYSAVER
22	NOTICE? ANYBODY? THAT'S NOT A GOOD SIGN.
23	AND THEN NEWSPAPER NOTICES? SO THE NEWSPAPER
24	NOTICES SEEM TO BE THE BEST APPROACH. THANK YOU. LIKE I
25	SAID, WE'RE EXPERIMENTING WITH VARIOUS NOTICING. I'D LIKE

1	TO KNOW WHAT THE RESULTS ARE WHILE WE ARE SPENDING TAXPAYER
2	MONEY ON THIS NOTICING.
3	THE OTHER THING IS, ATTACHED TO YOUR AGENDA,
4	ARE A COUPLE OF FACT SHEETS AND FREQUENTLY ASKED QUESTIONS
5	BROCHURE. SO WHEN YOU GET HOME, TAKE A CLOSE LOOK AT THAT
6	AND IT MAY GENERATE ADDITIONAL QUESTIONS THAT YOU MIGHT
7	HAVE OR CONCERNS THAT YOU MAY HAVE.
8	SO WITH THAT THEN, WE'RE GOING TO GO TO
9	BARBARA WETHERBY (SIC), SPELLED W-E-T-H-E-R-B-Y; CORRECT?
10	MR. WETHERBY: YES. BARRET. THE FIRST NAME IS
11	B-A-R-E-T.
12	I'M VERY PRO GETTING THIS ROAD OPENED. IN
13	FACT, I'M SO PRO IT WAS OPENED ABOUT 15 YEARS AGO. I ALSO
14	HAPPEN TO BE THE PRESIDENT OF THE SAN GABRIEL PROPERTY
15	OWNERS ASSOCIATION. THOSE OF YOU FAMILIAR WITH THIS AREA
16	WILL NOTE THAT WE'VE HAD A COUPLE OF MAJOR FIRES IN THE
17	LAST FOUR YEARS.
18	THE FIRST ONE WE HAD BURNED UP IN NORTH FORK.
19	AND WE WERE VERY LUCKY GETTING THIS GATE OPENED AND GETTING
20	PROBABLY A THOUSAND CARS OUT AS I REMEMBER. AND THEN WE
21	JUST WENT THROUGH ANOTHER FIRE CALLED THE "CURVE FIRE."
22	THERE AGAIN, WE GOT FORTUNATE. THE GATE WAS OPENED AND
23	3000-PLUS PEOPLE GOT OUT.
24	NOW, FOR THOSE OF YOU FAMILIAR WITH THE
25	SAN GABRIEL CANYON, IF YOU ARE PAST THE EAST FORK BRIDGE,

1	YOU CAN'T GET OUT. IF THAT HAPPENS TO BE CLOSED, YOU'RE
2	STOPPED. SO ALL THE PEOPLE THAT RECREATE UP AT CRYSTAL
3	LAKE AND ALL OF THE SUMMER HOMES THAT USED TO BE IN THE
4	CANYON AND HOPEFULLY WILL BE AGAIN, HAVE TO GO OUT OVER
5	THE TOP.
6	I HAVE BEEN TERRIBLY WORRIED FOR THE LAST
7	SINCE THIS ROAD CLOSED THAT WE WOULD MEET A CATASTROPHE AND
8	LOSE ONE HECK OF A LOT OF PEOPLE IF THEY DON'T GET THE ROAD
9	OPENED REAL QUICK.
10	ALSO, I'D LIKE TO REMIND YOU THAT THE
11	IMPORTANCE OF THAT HIGHWAY GIVES YOU ACCESS TO THE UPPER
12	COUNTRY AND IT IS ABSOLUTELY BEAUTIFUL BETWEEN HERE
13	(INDICATING) AND LA CANADA, IF YOU'VE EVER BEEN UP
14	HIGHWAY 2 AND COME DOWN.
15	AND ALSO IT'S BENEFICIAL TO THE CITY OF
16	AZUSA. BECAUSE PEOPLE GOING UP, FOR EXAMPLE, TO WRIGHTWOOD
17	DURING THE SUMMER, WILL STOP IN THE CITY OF AZUSA AND
18	COMING OVER FROM LA CANADA/FLINTRIDGE THEY COME DOWN
19	THROUGH THE CITY OF AZUSA. SO ALL IN ALL, THE MAIN THING
20	OF GETTING THIS ROAD OPENED AND GETTING IT OPENED AS SOON
21	AS POSSIBLE IS SAFETY REASONS. BECAUSE THE TIME WILL COME
22	WHERE WE WON'T BE FORTUNATE. THE LUCK WE NOW WE'RE TWO
23	FOR TWO. AND WE'RE STRETCHING IT. THANK YOU VERY MUCH.
24	MR. KOSINSKI: THANK YOU, MR. WETHERBY.

THEN JOHN HYBARGER, H-Y-B-A-R-G-E-R.

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MR. HYBARGER: I CAN PROBABLY MAKE MY COMMENTS FROM HERE. I'M REPRESENTING THE L.A. COUNTY FISH AND GAME COMMISSION WHICH, I AM COMMISSIONER MEMBER OF THE COMMISSION. OUR INTEREST IS ESSENTIALLY NEUTRAL AT THIS TIME, WHAT WORK YOU ARE DOING. BUT OF COURSE WE WANT TO BE ASSURED THAT ANY WILDLIFE ISSUES WILL BE MITIGATED AS THAT ROAD BECOMES MORE POPULAR AND THERE'S GREATER DEVELOPMENT ON IT, FINISH IT OFF AND OPEN IT ALL THE WAY FROM THE BOTTOM TO TOP.

I HAVE BEEN IN CONTACT WITH THE RESTORATION
TEAM, MADE UP OF THE DEPARTMENT FISH AND GAME AND U.S.
FOREST SERVICE. AND PARTICULARLY WITH THOSE WHO HAVE
STUDIED SHEEP POPULATION OVER LONG PERIODS OF TIME. AND
ONE OF THE MENTIONS THAT YOU HAVE HERE, MENTIONED IN HERE,
THE LOCATION OF THE CROSSING FOR THE SHEEP -- AND I WILL
GET MY ANSWER LATER ON -- BUT THERE DOESN'T SEEM TO BE ANY
CORROBORATING DOCUMENTATION THAT BEING THE SPECIFIC
LOCATION WHICH SHEEP CROSS AND THEREFORE THOSE SHEEP WOULD
BE OUTSIDE OF THE PROJECT AREA AS IT ADVANCES.

SO WE DO NEED TO CLARIFY WHERE THAT RESEARCH COMES FROM AND HOW THAT DATA WAS OBTAINED AND WHETHER OR NOT THAT FACT IS THE ONLY PLACE IN WHICH THE SHEEP USE TO TRAVEL FROM ONE AREA AND OTHER. THAT ESSENTIALLY THE ROAD, WITH MITIGATION FOR WILDLIFE ISSUES, IS A ROAD.

SO AGAIN OUR CONCERN IS THAT THE SHEEP AND

1	ALL OF THE OTHER WILDLIFE THAT WOULD BE IMPACTED BY THE
2	DEVELOPMENT OF THE ROAD AND HEAVIER USE IN TRAFFIC, THOSE
3	ISSUES BE MITIGATED IN THE USE OF THE ROAD. THANK YOU.
4	MR. KOSINSKI: THANK YOU, JOHN.
5	WE HAVE ANY OTHER PEOPLE THAT WOULD LIKE TO
6	COMMENT? THIS IS A WONDERFULLY SHORT HEARING. I'D LIKE TO
7	EXPLAIN WHAT WILL HAPPEN AFTER TODAY. AGAIN, IF YOU GO
8	HOME AND THINK OF SOMETHING OR RUN ACROSS ANY OF YOUR
9	FRIENDS WHO WOULD LIKE TO MAKE COMMENTS, PLEASE TELL THEM
10	TO SEND US THEIR COMMENTS BY MARCH 7.
11	ONCE WE GET ALL THOSE COMMENTS, THEN WE'LL GO
12	INTO CONSULTATION INTERNALLY WITHIN CALTRANS AND WILL ALSO
13	INVOLVE THE U.S. FORREST SERVICE. AND AS LONG AS WE'RE
14	HAPPY AND THEY'RE HAPPY, THEN WE WILL BE MAKING A DECISION
15	ONE WAY OR THE OTHER ON THE PROJECT BY THE END OF THIS
16	MONTH, I THINK, MARCH. AND THEN MOVING TOWARDS
17	CONSTRUCTION WITH THE PROJECT OR BANNING OF THE PROJECT,
18	DEPENDING ON WHAT THE DECISION IS.
19	WHAT WE'RE DOING THEN IS GOING TO CLOSE THIS
20	PUBLIC HEARING AND STAFF WILL BE AVAILABLE 15 MINUTES, A
21	HALF HOUR IF YOU WANT TO SIT DOWN WITH US AND LOOK AT MAPS
22	AND HAVE A LITTLE BIT OF EXPLANATION.
23	THANK YOU VERY MUCH FOR YOUR TIME.
24	UNIDENTIFIED SPEAKER: ARE YOU TAKING QUESTIONS?
25	MR. KOSINSKI: WELL, THAT'S WHAT I'VE BEEN SAYING

1	MR. KEARNS: IT'S NOT A COMMENT. IT'S A QUESTION.
2	MR. KOSINSKI: OH, I'M SORRY. IT'S A
3	COMMENT/QUESTION COMMENT CARD. PLEASE FEEL FREE TO ASK A
4	QUESTION.
5	MR. KEARNS: FOR MR. DI FABIO. WHAT FACILITY IS
6	GOING TO BE IN PLACE AT THE NEW INTERIOR GATES? IF THIS IS
7	GOING TO BE A PUBLIC ROAD, WILL THERE BE TURNING SPACES OR
8	PARKING SPACES?
9	MR. DI FABIO: YES. WE'VE LOCATED THESE GATES SUCH
10	THAT THE PUBLIC CAN EITHER PARK OR TURN AROUND VERY
11	EASILY. FOR EXAMPLE, THIS GATE RIGHT HERE (INDICATING) IS
12	A HUGE CURVE RIGHT HERE (INDICATING) WITH A LARGE AREA TO
13	PARK. OKAY. AND ALSO AT THAT AREA, THIS LOCATION, TWO
14	FRENCH WALLS THERE.
15	AND THIS AREA ON THIS SIDE (INDICATING) IS A
16	VERY LARGE AREA TO PARK AND TURN AROUND. WE'VE ALSO
17	LOCATED GATES SUCH AS THIS STOPPING SITE, AT A DISTANCE
18	PEOPLE WILL BE ABLE SEE IT PROPERLY WHERE THE ROAD WILL
19	CLOSE. AND THEY'LL HAVE ROOM TO TURN AROUND.
20	MR. KOSINSKI: COULD YOU SPELL YOUR LAST NAME FOR
21	OUR COURT REPORTER, PLEASE.
22	MR. KEARNS: SURE. THE FIRST NAME IS CLINT,
23	C-L-I-N-T, KEARNS, K-E-A-R-N-S.
24	THE SECOND QUESTION WAS FOR MS. TORRES. THE
25	ENVIRONMENTAL IMPACT WAS FILED PRIOR TO THE CURVE FIRE, THE

1	STUDY WAS DONE PRIOR TO THE CURVE FIRE. SO ANIMAL
2	MIGRATIONS PATTERNS HAVE OBVIOUSLY CHANGED DRASTICALLY.
3	WILL A NEW STUDY BE DONE SINCE THE OLD ONE IS NOW INVALID?
4	MS. TORRES: RIGHT. SINCE THE PROJECT IS A
5	DEPENDENT ONGOING STUDY THAT WE'RE SUPPOSED TO STUDY
6	THE WHOLE SECTION AND U.S.C.A. OR ANOTHER CONSULTANT IS
7	GOING TO DO A WALL STUDY FOR THIS WHOLE SECTION TO SEE
8	EXACTLY TO ANSWER TO EXACTLY WHERE THE SHEEP CROSS, THE
9	STUDY THAT WE DID WERE VERY PRELIMINARY, BASICALLY FROM A
10	YEAR. AND A YEAR IS NOT VERY LONG TO DETERMINE WHERE
11	ACTUALLY ALL THE CROSSINGS ARE AT. AND WE DIDN'T HAVE
12	WE WERE GOING TO DO MORE AND AFTER AND THEN FURTHER
13	STUDIES ONCE THE ROAD IS OPENED.
14	MR. KOSINSKI: SOMEBODY ELSE HAD A QUESTION? THERE
15	YOU ARE. YES, MA'AM. YOUR NAME IS FOR THE RECORD?
16	MS. ROMER: DIANA ROMER. I'M WITH THE TRIBUNE. WHEN
17	WAS THAT ROAD FIRST BUILT? HOW OLD IS THE ORIGINAL ROAD?
18	MR. DI FABIO: IT WAS BUILT IN THE LATE '50'S, I
19	BELIEVE. '57 BY THE FOREST SERVICE WITH CONVICT LABOR IS
20	WHAT I HEARD.
21	MS. ROMER: AND WHY DID YOU CHANGE THE PROJECT FROM
22	WHAT IT WAS PREVIOUSLY? MY RECOLLECTION, THERE WERE TWO
23	PHASES PROVIDED. WHY WAS THE MIDDLE SECTION BEING LEFT
24	OUT NOW AND COMPLETED LATER?
25	MR. LEE: WE HAD SEVERAL DIFFERENT PROGRAMS AT

1	CALTRANS. AND THE MIDDLE SECTION IS GOING TO BE A ROADWAY
2	OF RECONSTRUCTION PROGRAM. WHAT WE'RE DOING RIGHT NOW IS
3	THE OUTER REHABILITATION PROGRAM. AND WE HAD FUNDING FOR
4	THE REHABILITATION PROGRAM. AND THAT'S WHY WE'RE DOING
5	THAT RIGHT NOW. THE RECONSTRUCTION PROGRAM THAT WOULD
6	COST A LOT MORE MONEY. AND WE NEED A HIGHER ENVIRONMENTAL
7	DOCUMENT TO STUDY THE FULL IMPACT OF REOPENING OF THE
8	ROADWAY. AND WE NEED TO STABILIZE THE ROADWAY RIGHT NOW
9	BECAUSE IT IS CONTINUING TO DETERIORATE WITH THE WEATHER.
10	MR. KOSINSKI: I WOULD JUST ADD THAT THE FISH AND
11	GAME AND WILDLIFE SERVICE HAVE SERIOUS CONCERNS ABOUT
12	OPENING THE REMAINING SECTION. AND WE'LL HAVE TO ISSUE
13	PERMITS TO US TO DO THAT. SO THEY WANT TO SEE VERY
14	EXTENSIVE STUDIES OF THE IMPACTS BEFORE THEY WILL BE DOING
15	THAT. THAT'S A DOCUMENT THAT'S GOING TO TAKE A LOT OF
16	TIME AND COORDINATION BEFORE WE CAN PROCEED.
17	UNIDENTIFIED SPEAKER: HOW MUCH TIME DO YOU
18	ANTICIPATE?
19	MR. KOSINSKI: I'M SORRY?
20	THE WITNESS: HOW MUCH TIME DO YOU THINK IT'S GOING
21	TO TAKE BEFORE DECISIONS ARE MADE AS TO WHETHER THAT
22	CENTER PART TO COMPLETE THE WHOLE THING? IS IT EVER
23	GOING TO BE DONE? ARE WE TALKING A DECADE OR FIVE YEARS
24	OR A COUPLE OF YEARS? ANY CONCEPT ON HOW LONG IT WILL

TAKE?

1	MR. KOSINSKI: YOU KNOW, IT'S REALLY DEPENDENT ON A
2	VARIETY OF THINGS THAT'S OUT OF OUR CONTROL. THE
3	DEPARTMENT OF FISH AND GAME AND THE DEPARTMENT OF THE
4	FOREST SERVICE AND FISH AND WILDLIFE SERVICE WHAT THEY
5	THINK IN TERMS OF THE IMPACTS. IT DEPENDS ON FUNDING. IT
6	IS ANYWHERE FROM A \$20 TO \$40 MILLION PROJECT. AT THAT
7	THEN LEADS US TO THE QUESTION OF HOW WE SPEND OUR
8	RESOURCES IN THESE FINANCIALLY CONSTRAINT TIMES.
9	I WOULD SAY THAT WITHIN THE NEXT TWO TO FIVE
10	YEARS, IT'S THERE'S A FEASIBILITY THAT SOMETHING WE MAY
11	MOVE TO OR AT LEAST DOING ENVIRONMENTAL WORK THAT LEADS TO
12	THAT DECISION.
13	THE WITNESS: THANK YOU.
14	MR. KOSINSKI: YES, MA'AM. YOUR NAME.
15	MS. MIKELS: MARJORIE MIKELS. WHAT IS THE LEVEL OF
16	DEVELOPMENT ALONG THESE ROADS? ARE THERE HOUSES AND SO
17	FORTH ALL THE WAY THROUGH THESE ROADS THAT ARE BEING
18	REHABED?
19	MS. TORRES: NO.
20	MR. DI FABIO: IT'S JUST A FOREST.
21	THE WITNESS: OKAY. SO IT IS A FOREST THEN. A
22	U.S. FORREST?
23	MR. DI FABIO: YES.
24	MS. MIKELS: WHAT'S CALTRANS DOING THERE?
25	MR. KOSINSKI: THIS IS A STATE HIGHWAY WITHIN THE

1	FOREST SERVICE.
2	MS. MIKELS: BUT WHEN WAS IT CLOSED DOWN AND WHY?
3	MR. KOSINSKI: THE ROAD WAS CLOSED DUE TO AN
4	EXTENSIVE LANDSLIDE IN 1978.
5	MR. DI FABIO: IT WAS A RIGHT HERE (INDICATING)
6	CALLED "SNOW SPRINGS." THERE WAS A MAJOR SLIDE. THE WHOLE
7	ROADWAY FROM HERE TO HERE (INDICATING) ALL ALONG THAT CURB
8	SLIPPED DOWN THE MOUNTAIN, AND SO THEY CLOSED THE GATES.
9	NOT ONLY THAT, THIS IS A REAL STEEP CANYON
10	AREA AND THE GEOLOGICAL CONDITION OF THE AREA IS SUCH THAT
11	WHENEVER YOU HAVE SEVERE SNOWSTORMS, EARTHQUAKES, YOU HAVE
12	ROCKFALL, YOU HAVE WATER FLOWING AND IT'S SUBJECT TO A LOT
13	OF EROSION. AND SO IT'S THOSE CONDITIONS MAKES IT
14	DANGEROUS, SO WE NORMALLY CLOSE IT.
15	MS. MIKELS: DO YOU ANTICIPATE THIS OPENING, ANY OF
16	THIS NATIONAL FOREST TO DEVELOPMENT OR LOGGING OR NATURAL
17	GAS AND OIL EXPLORATION AND MINING BY THIS PARTICULAR
18	FEDERAL GOVERNMENT?
19	MR. DI FABIO: NOT TO MY KNOWLEDGE.
20	MR. KOSINSKI: NOT TO OUR KNOWLEDGE, NUMBER ONE.
21	AND NUMBER TWO, IT WOULD BE TOTALLY OUT OF OUR CONTROL.
22	THIS WOULD BE A DECISION THE FOREST SERVICE WOULD HAVE TO
23	MAKE. AND HOW DO YOU SPELL YOUR LAST NAME?
24	MS. MIKELS: M-I-K-E-L-S.
25	MR. KOSINSKI: ANY OTHER OUESTIONS?

1	MR. JARA: MY NAME IS PHIL JARA.
2	MR. KOSINSKI: AND HOW DO YOU SPELL YOUR NAME?
3	MR. JARA: J-A-R-A. I'M A CANDIDATE FOR MAYOR IN
4	THIS COMMUNITY OF AZUSA. I HAVE A QUESTION IN REGARDS TO
5	IS ANYTHING BEING DONE TO FURTHER THE DETERIORATION OF
6	WHAT EXISTS THERE NOW SO THAT MAYBE, AS TO STOP PROGRESS
7	OF ONGOING COST THAT WILL CONTINUE TO ADD UP DOWN THE
8	LINE?
9	MR. LEE: OUR MAINTENANCE PEOPLE ARE CONTINUOUSLY UP
10	THERE ALL THE TIME CLEARING THE ROAD, EVEN THOUGH THE
11	PORTION THAT'S CLOSED AND REPAIRING ANYTHING THEY CAN
12	WITHIN THEIR BUDGET.
13	FOR EXAMPLE, THIS SNOW SPRING SLIDE AREA HERE
14	(INDICATING) THEY BACKFILLED THAT AREA AND STABILIZED IT.
15	SO WHERE EMERGENCY VEHICLES CAN CROSS AND FOREST SERVICE
16	VEHICLES CAN CROSS THERE. ALTHOUGH IT'S NOT STANDARD, NOT
17	A FULL ENGINEERED ROADWAY, YOU MIGHT SAY. FOR EMERGENCY
18	PURPOSES, IT'S OKAY. AND SO OUR PEOPLE ARE UP HERE ALL
19	THE TIME RESURFACING WHAT THEY CAN TO KEEP THE ROADWAY
20	VIABLE.
21	MR. JARA: THANK YOU.
22	MR. KOSINSKI: YES.
23	MS. ROMER: WHEN WAS THE DECISION MADE TO ALTER
24	THIS INTO JUST THIS ONE TO ALTER THIS FROM A PHASE I TO
25	PHASE II PROJECT THAT COMPLETED THE WHOLE THING TO THE A

PORTION OF THE ORIGINAL PROJECT AND PUT THE ENTIRE PART OF IT OFF? I'M LIKE LOOKING FOR WHEN YOU MADE THAT DECISION.

MR. KOSINSKI: WE ALWAYS HAD AN INTERIM AND LONG
TERM DIVISION. NOW, BECAUSE OF -- I THINK BECAUSE OF
BUDGET CONSTRAINTS MORE THAN ANYTHING ELSE, THAT DIVISION
HAS SUBSTANTIALLY WIDENED.

MR. DI FABIO: THE DECISION TO GO WITH THIS

PROJECT, THE REHAB PROJECT WAS DONE IN '97. IT WAS MADE

IN '97. AND ALL PROJECTS -- ALL CALTRANS PROJECTS HAVE TO

COMPETE FOR DOLLARS. AND A LOT OF THAT IS BASED ON SAFETY

CONSIDERATIONS, ACCIDENTS, TRAFFIC VOLUME AND SO FORTH.

JUST TO GIVE YOU AN EXAMPLE, FOR EXAMPLE, THE TRAFFIC VOLUME HERE, IT WAS DONE WAY BACK WHEN THIS WAS ACTUALLY OPENED, OKAY. AND IT'S BASED ON ALSO THE TRAFFIC BELOW.

IN 1978 WHEN THIS ROAD WAS OPENED, MOST OF
THE TRAFFIC STOPPED AT THE CRYSTAL LAKE TURNOFF. AND
BASED ON TRAFFIC COUNTS, THE AVERAGE DAILY TRAFFIC WAS
ABOUT 200 CARS PER DAY. WE ALSO DO A FORECAST. WE LOOK
20 YEARS INTO THE FUTURE TO SEE WHAT KIND OF GROWTH AND
WHAT THE TRAFFIC PROBABLY WOULD BE 20 YEARS HENCE. AND
BASED ON OUR ANALYSIS, THE AVERAGE -- THIS WAS DONE
RECENTLY, THE AVERAGE DAILY TRAFFIC FOR VOLUME FOR SAY,
20 YEARS HENCE IS A LITTLE UNDER 4000 VEHICLES. OKAY.
NOW, I ALSO HAVE A PROJECT ON THE SANTA ANA

1	FREEWAI ROUTE 5, AND THE FORECAST 400,000.
2	THE WITNESS: PER WHAT?
3	MR. DI FABIO: PER DAY. AND PEOPLE UP IN
4	HEADQUARTERS AND SACRAMENTO DECIDE WHERE DOLLARS ARE GOING
5	TO GO, YOU KNOW, ROUTE 5 WILL GET A HIGHER PRIORITY THAN
6	THIS PROJECT. THAT'S ONE OF THE PROBLEMS WE RUN INTO, FOR
7	EXAMPLE.
8	MR. KOSINSKI: OKAY. FURTHER COMMENTS OR QUESTIONS?
9	MR. WETHERBY: WETHERBY AGAIN. ONE MORE TIME, THIS
10	CANYON RECEIVES BETWEEN EIGHT AND TEN MILLION VISITORS A
11	YEAR, THE WHOLE SAN GABRIEL CANYON FROM THE EAST FORK UP.
12	MR. KOSINSKI: ANY OTHER COMMENTS, QUESTIONS?
13	MS. MIKELS: IF YOU DO OPEN THIS AND SO IT GOES
14	OVER TO WRIGHTWOOD AND CONNECTS WITH HIGHWAY 2 ON THE
15	OTHER SIDE, AND GIVEN THE LEVEL OF TRAFFIC ON THE I-15 AND
16	ALL OF THE DEVELOPMENT GOING ON, ON THE OTHER SIDE OF THE
17	MOUNTAINS, HIGH DESERT, WHAT KIND OF SPECULATIONS OR
18	ESTIMATIONS DO YOU HAVE OF A POTENTIAL TRAFFIC COUNT ON
19	ALL THOSE PEOPLE WHO DON'T WANT TO HAVE TO GO ALL THE WAY
20	OUT, AROUND?
21	MR. DI FABIO: WHAT I'VE GIVEN YOU IS THE LATEST
22	FIGURES.
23	MS. MIKELS: 200?
24	MR. DI FABIO: NO, 4000.
25	MS. MIKELS: YOU ARE ONLY ESTIMATING 4000 A DAY WHEN

1	YOU OPEN IT?
2	MR. KOSINSKI: AGAIN, THIS IS JUST THIS PROJECT.
3	MR. DI FABIO: NO, IF THIS WAS OPEN, YEAH.
4	MS. MIKELS: BUT YOU ARE CALTRANS. YOU ARE
5	THINKING OF PHASE II OBVIOUSLY. YOU ARE MOVING FORWARD ON
6	THIS. THIS IS JUST STEP ONE. WHAT DO YOU EXPECT THE
7	TRAFFIC COUNT WILL BE ONCE YOU OPEN THIS?
8	MR. DI FABIO: 4000. WE'RE TALKING ABOUT THIS
9	STRETCH OF THE ROADWAY. WE'RE ONLY TALKING ABOUT THIS
10	STRETCH OF THE ROADWAY.
11	MS. MIKELS: WELL, HOW MUCH IS THAT LITTLE STRETCH
12	BETWEEN THERE?
13	MR. DI FABIO: YOU MEAN MILES, DISTANCE-WISE?
14	MS. MIKELS: BETWEEN THE TWO PORTIONS YOU ARE NOW
15	WORKING ON, HOW MUCH OF THAT IN-BETWEEN SECTION, HOW FAR?
16	MR. DI FABIO: THIS HERE (INDICATING)?
17	MS. MIKELS: YEAH.
18	MR. DI FABIO: DISTANCEWISE, TWO AND A HALF MILES.
19	MS. MIKELS: SO ONCE YOU COMPLETED REHAB OF THESE
20	OTHER PORTIONS, THEN THAT'S IN THE FUTURE. HAVE YOU GIVEN
21	ANY THOUGHT AT ALL TO THE PROJECTED TRAFFIC COUNT WHEN
22	THAT'S COMPLETED?
23	MR. DI FABIO: YES, WE HAVE. I JUST TOLD YOU.
24	4000.
5	MC MIVELS. MUENTURE BUILD REPORTED

1	MR. DI FABIO: IF THIS ROADWAY WERE TO FULLY
2	REOPEN, BASED ON CURRENT ESTIMATES THAT WE HAVE AND BASED
3	ON PROJECTED GROWTH THAT WE PUT IN OUR ANALYSIS, WE
4	ESTIMATE
5	4,000.
6	MR. KOSINSKI: LET ME JUST ADD TO THAT. IF AND WHEN
7	WE PROCEED WITH THE CENTER SECTION ENVIRONMENTAL DOCUMENT,
8	THEN OBVIOUSLY IT MAY BE TWO, THREE, FIVE YEARS FROM NOW,
9	WHENEVER; AND THEN OBVIOUSLY WE WOULD BE DOING A BRAND NEW
10	TRAFFIC PROJECT AND IT WOULD DEPEND ON THE QUALITY OF ROAD,
11	ET CETERA.
12	SO, YOU KNOW, THE NUMBERS THE NUMBERS
13	COULD IN FACT CHANGE BASED ON HOW THE SITUATION IS VIEWED
14	AT THAT PARTICULAR POINT IN TIME. RIGHT NOW IT'S
15	PROJECTED AT
16	4,000.
17	MR. DI FABIO: THE ONLY POINT I WAS TRYING TO MAKE
18	WAS JUST TO GIVE YOU A FEEL FOR THE DOLLARS AND HOW THEY
19	GO. AND A LOT OF IT IS BASED ON TRAFFIC VOLUME, OTHER
20	ISSUES TOO, SAFETY, OTHER THINGS. BUT, YOU KNOW, IF THIS
21	WAS EVEN IF WE SAY IT'S 8,000, SAY 15,000, SAY 20,000,
22	IT DOESN'T COME CLOSE TO OTHER ROADWAYS IN SOUTHERN
23	CALIFORNIA OR IN THE STATE FOR THAT MATTER. THAT'S THE
24	POINT I WAS TRYING TO MAKE.
25	MR. KOSINSKI: ANY OTHER QUESTIONS OR COMMENTS?

Ţ	YES, MA'AM. YOUR NAME.
2	MS. MADRID: MY NAME IS CHRISTINA MADRID. I'M THE
3	MAYOR OF THE CITY OF AZUSA. THANK YOU FOR DOING THIS AND
4	I WANT TO THANK ALL OF YOU FOR COMING HERE ON TIME. I'M
5	OFTEN LATE BECAUSE I'M DOING LOTS OF THINGS.
6	I APPRECIATE CALTRANS FINALLY BEGINNING THE
7	PROJECT OF HIGHWAY 2 AND BARRET WETHERBY FOR BEING ONE OF
8	THE DRIVING FORCES TO MAKE SURE THAT'S DONE. AND WE
9	EXPECTED TO FINALLY HAVE PRIOR TO THE SLIDE IN '70'S,
10	THE ROAD UP TO WRIGHTWOOD, AND HOPEFULLY THE SITUATION
11	WILL IMPROVE CONDITIONS IN OUR CITY.
12	COULD YOU TELL ME WHAT HAPPENS WHEN YOU CROSS
13	ALTADENA THROUGH THE ANTELOPE VALLEY? IS THERE A SIMILAR
14	ROADWAY THAT GOES ACROSS THE MOUNTAIN RANGES.
15	MR. KOSINSKI: ROUTE 2?
16	MS. MADRID: RIGHT 2. THAT GOES THROUGH PASADENA
17	LA CANADA AND UNLOADS ON ACTON, THE OTHER SIDE OF THE
18	MOUNTAIN RANGE?
19	MR. DI FABIO: I'M NOT FAMILIAR WITH THAT ROADWAY.
20	I CAN GET YOU THE DATA.
21	MR. KOSINSKI: I THINK THE IDEAL WOULD BE TO ANSWER
22	THAT QUESTION. WE'LL GO BACK TO THE OFFICE AND CHECK THE
23	NUMBERS AND PROVIDE THAT INFORMATION ON THE FINAL
24	DOCUMENT. WE JUST DON'T HAVE THAT TODAY.
25	MS. MADRID: I THINK IT WOULD BE HELPFUL TO KNOW

1	HOW MUCH TRAFFIC WE CAN EXPECT. I WOULD EXPECT IT TO BE
2	CONNECTED TO URBAN CENTERS LIKE THAT WHEN IT IS
3	CONNECTED TO URBAN CENTERS, TO KNOW THAT AND DETERMINE
4	WHAT OTHER SOURCES HAVE TO DO IN THE CITY TO MITIGATE
5	VOLUME TRAFFIC COMING THROUGH, THOSE KINDS OF SPEED
6	IMPACT, LIMITED COMMUTER TRAFFIC. THANK YOU.
7	MR. KOSINSKI: RIGHT. AND PROBABLY ANOTHER FACTOR,
8	AND THAT IS WHEN WE GET INTO THAT CENTRAL SECTION, WHAT
9	KIND OF ROAD WE BUILD IF THERE IS A VIADUCT INCREASES, THE
10	SPEED, AND THAT OBVIOUSLY GOES UP TO ATTRACT MORE PEOPLE
11	TO TAKE THE SHORTCUT THROUGH THE MOUNTAIN.
12	YES, SIR.
13	MR. HAZIZ: JOHN HAZIZ, H-A-Z-I-Z, ON THE PROJECTED
14	OF THE 4000 PER DAY AVERAGE IS THAT TAKEN INTO
15	CONSIDERATION THE AMOUNT OF TIME THAT IT'S GOING TO BE
16	CLOSED DURING THE WINTER OR 4000.
17	MR. DI FABIO: IT'S BASED ON OPEN ON THE ROAD
18	BEING OPENED.
19	MR. HAZIZ: ONE FURTHER QUESTION. IS THERE
20	AVAILABILITY OF ANY OF THESE MAPS ON THE INTERNET?
21	MS. TORRES: THERE'S A WEBSITE ON THE BOTTOM OF THE
22	AGENDA. IT'S ONLINE AND I THINK THERE ARE SOME EXTRA
23	COPIES IN THE FRONT. YEAH. THEY ARE ON THE WEBSITE.
24	MR. KOSINSKI: OKAY. ADDITIONAL COMMENTS OR
25	QUESTIONS? OKAY.

1	AGAIN, THEN, LET ME SUMMARIZE AGAIN, YOU
2	STILL HAVE UNTIL MARCH 7 TO MAKE ANY COMMENTS, ADVOCACY
3	STATEMENTS, ET CETERA. SEND THEM TO ME AT THE ADDRESS
4	
	PROVIDED IN THE HANDOUT. AND THEN AGAIN, WE WILL BE
5	TAKING A LOOK AT ALL COMMENTS SERIOUSLY AND WORKING WITH
6	THE FOREST SERVICE AND COMING TO A JOINT DECISION ON HOW
7	TO PROCEED DURING THE MONTH OF MARCH AND THEN MOVING
8	FORWARD, AS I SAID, WHICHEVER WAY WE DECIDE TO GO.
9	THANK YOU FOR YOUR TIME AND WITH THAT, I'M
10	CLOSING, OFFICIALLY, THE HEARING.
11	(HEARING CONCLUDED AT 6:57 P.M.)
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REPORTER'S CERTIFICATE

I, DIANA E. CONSTANCIO, CSR NO. 12592, A CERTIFIED SHORTHAND REPORTER FOR THE STATE OF CALIFORNIA, DO HEREBY CERTIFY:

THAT THE FOREGOING TRANSCRIPT OF PROCEEDINGS WAS

TAKEN BEFORE ME ON __THURSDAY _, __FEBRUARY 27, 2003 _, AT

THE TIME AND PLACE THEREIN SET FORTH, AND WAS TAKEN DOWN

BY ME IN SHORTHAND, AND THEREAFTER TRANSCRIBED INTO

TYPEWRITING UNDER MY DIRECTION AND SUPERVISION;

AND I HEREBY CERTIFY THAT THE FOREGOING TRANSCRIPT OF PROCEEDINGS IS A FULL, TRUE AND CORRECT TRANSCRIPT OF MY SHORTHAND NOTES SO TAKEN.

I FURTHER CERTIFY THAT I AM NEITHER COUNSEL FOR NOR RELATED TO ANY PARTY TO SAID ACTION, NOR IN ANYWISE INTERESTED IN THE OUTCOME THEREOF.

IN WITNESS THEREOF, I HAVE HEREUNTO SUBSCRIBED MY NAME THIS 13TH DAY OF MARCH, 20 03.

DIANA E. CONSTANCIO, CSR NO. 12592 CERTIFIED SHORTHAND REPORTER FOR THE STATE OF CALIFORNIA

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

APPENDIX G - TITLE VI POLICY STATEMENT

DEPARTMENT OF TRANSPORTATION

CIVIL RIGHTS - MS 79 1820 ALHAMBRA BOULEVARD P. O. BOX 942874 SACRAMENTO, CA 94274-0001 (916) 227-9599



October 26, 2001

TITLE VI AND RELATED STATUTES NONDISCRIMINATION STATEMENT

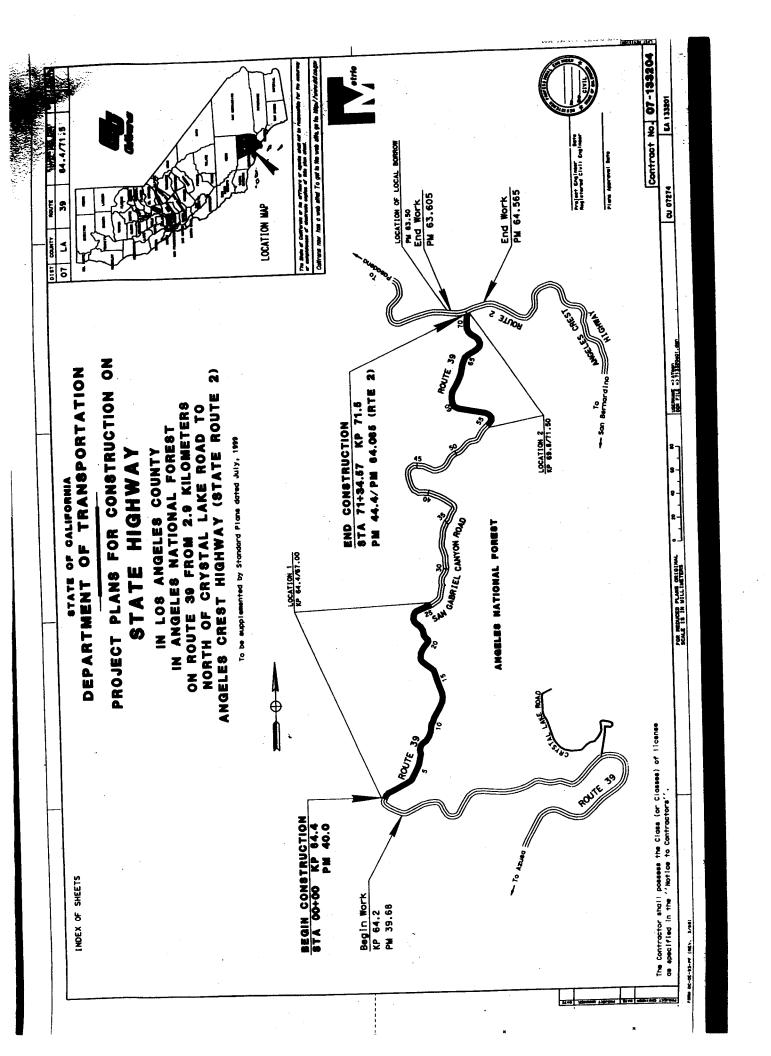
The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California, shall on the grounds of race, color, national origin, sex, disability, or age be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

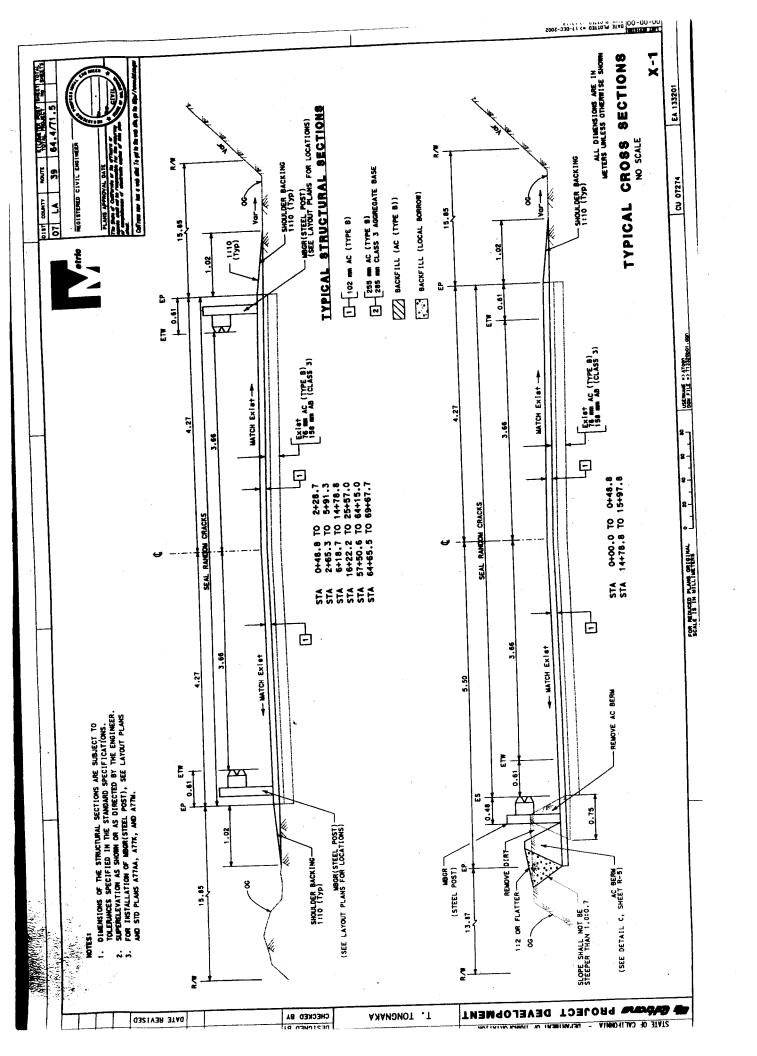
JEFF MORALES

Director

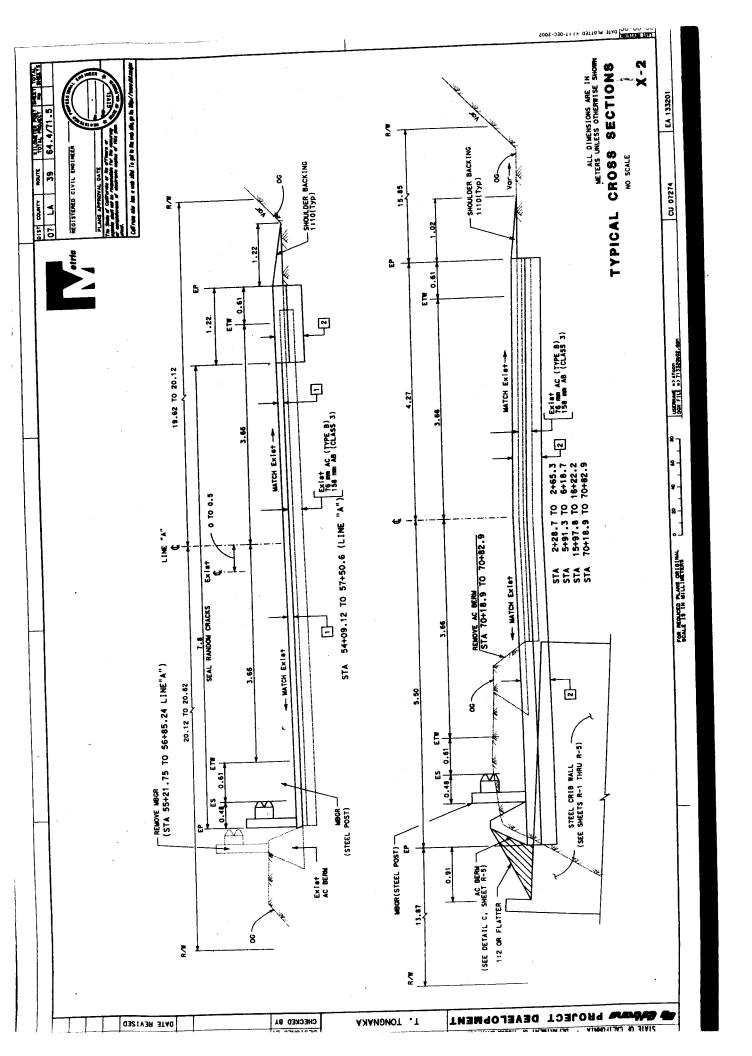
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT STATE ROUTE 39 ROADWAY REHABILITATION PROJECT

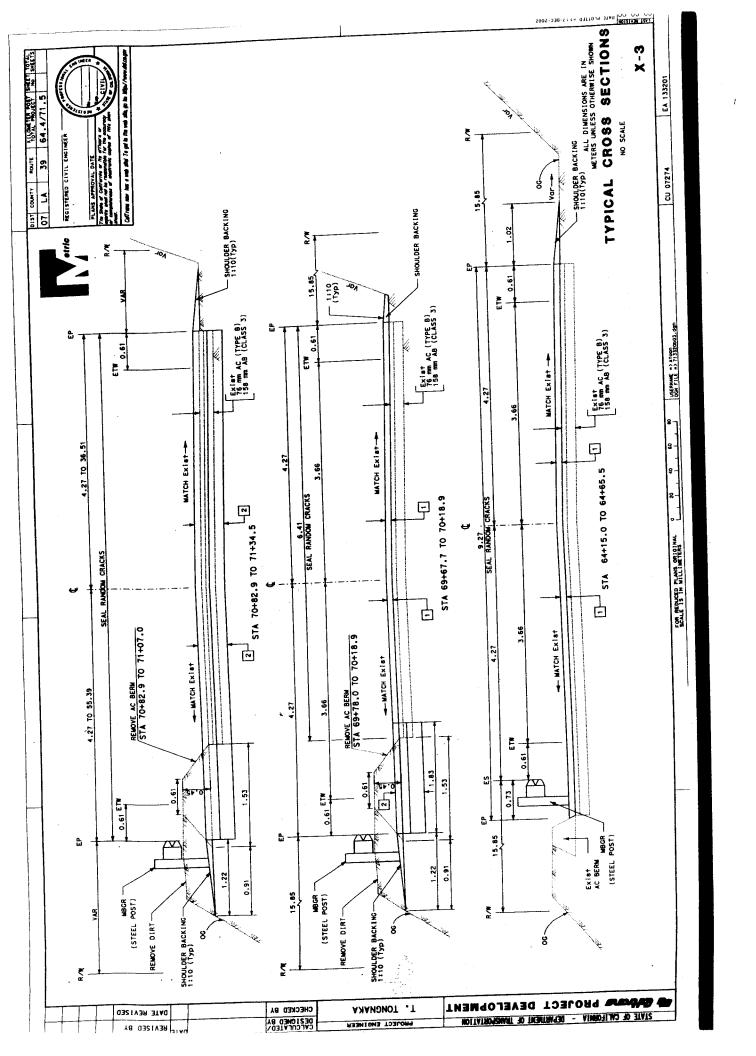
APPENDIX H - PRELIMINARY DESIGN PLANS

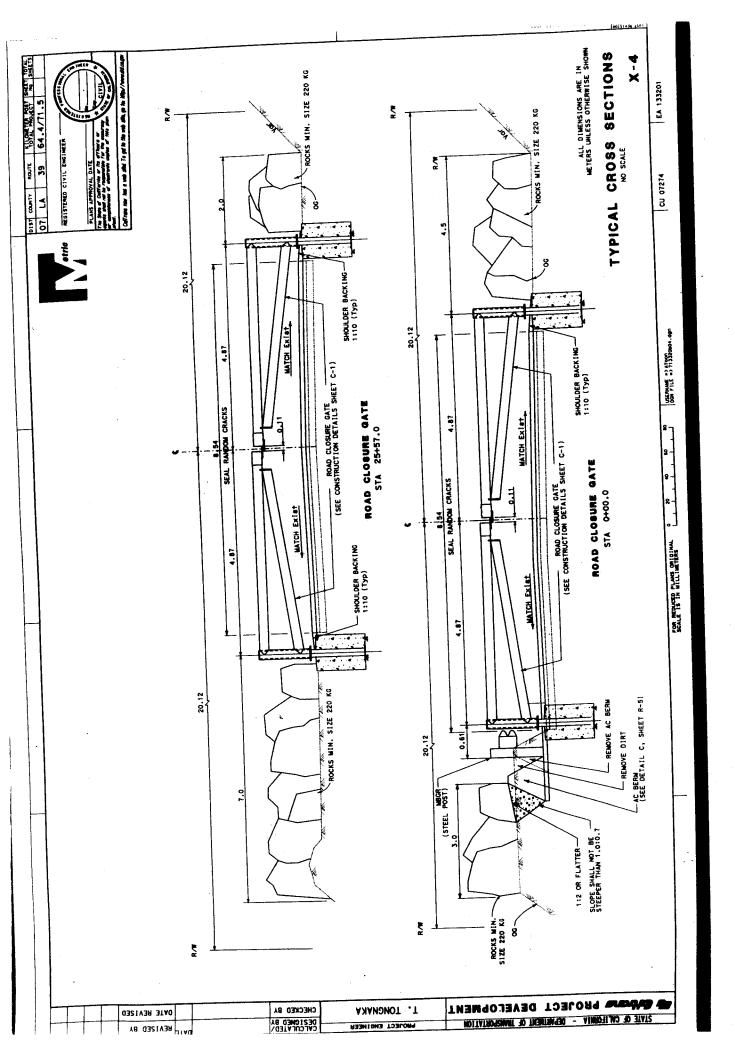


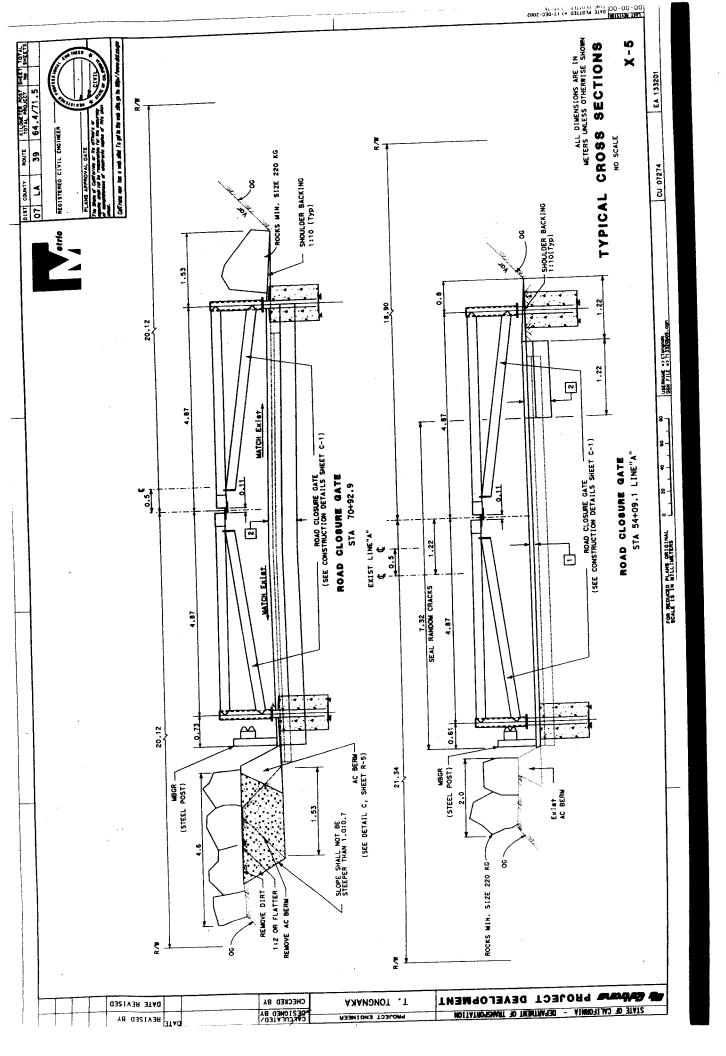


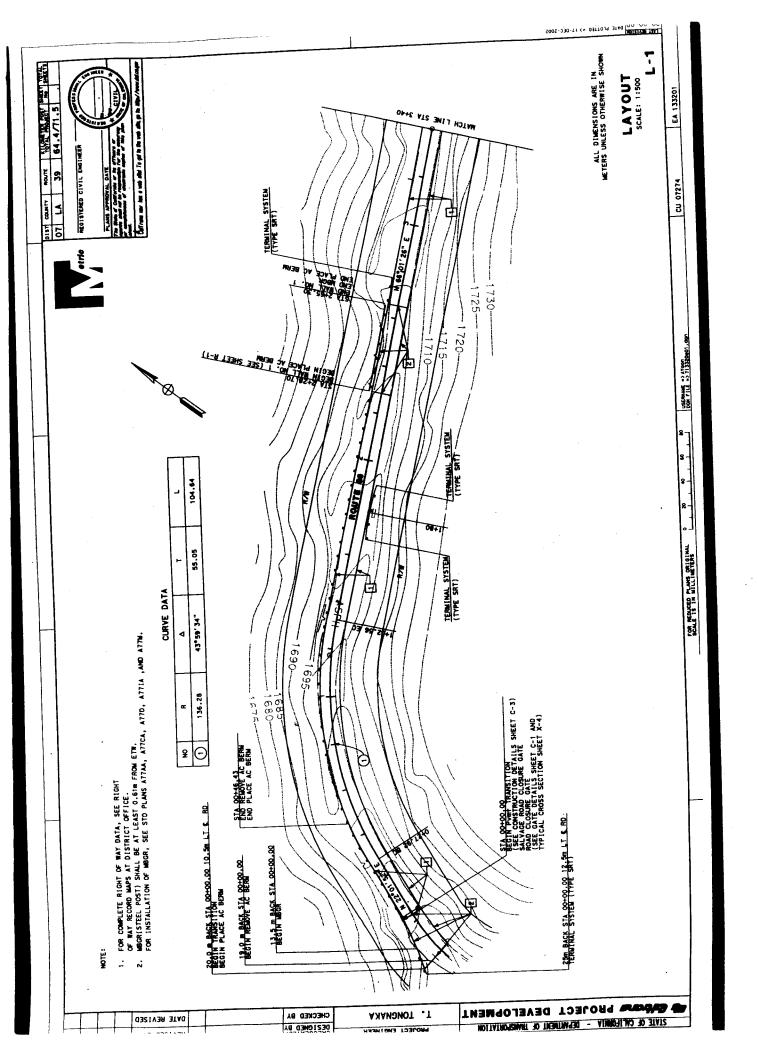
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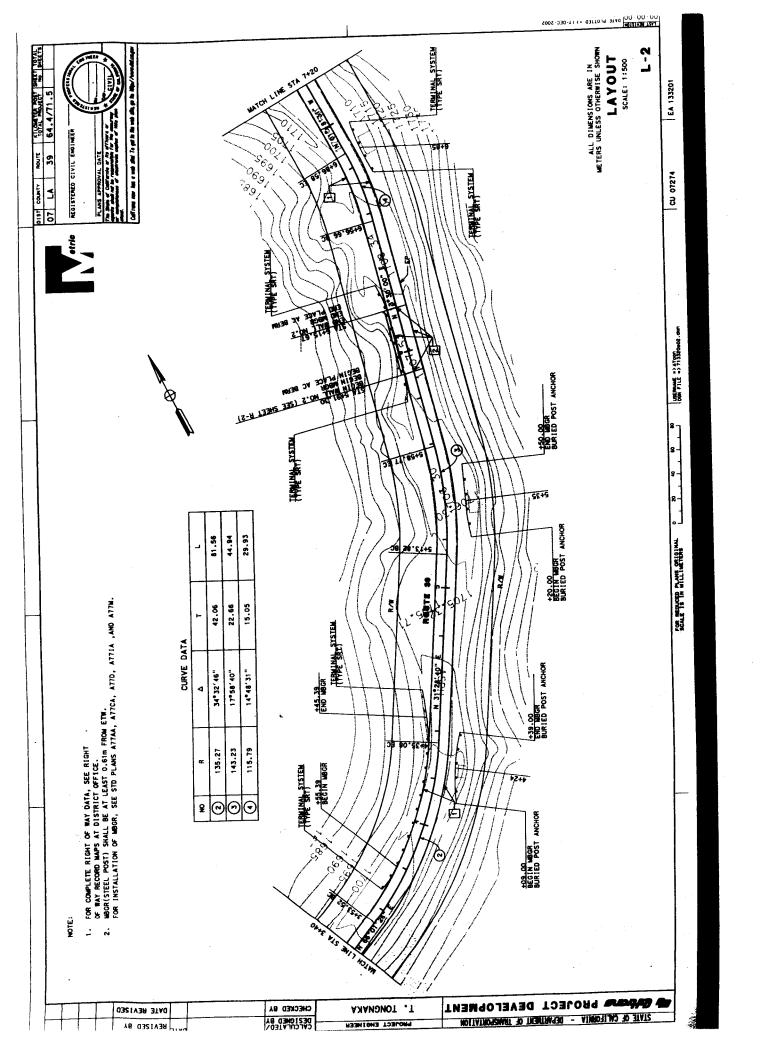


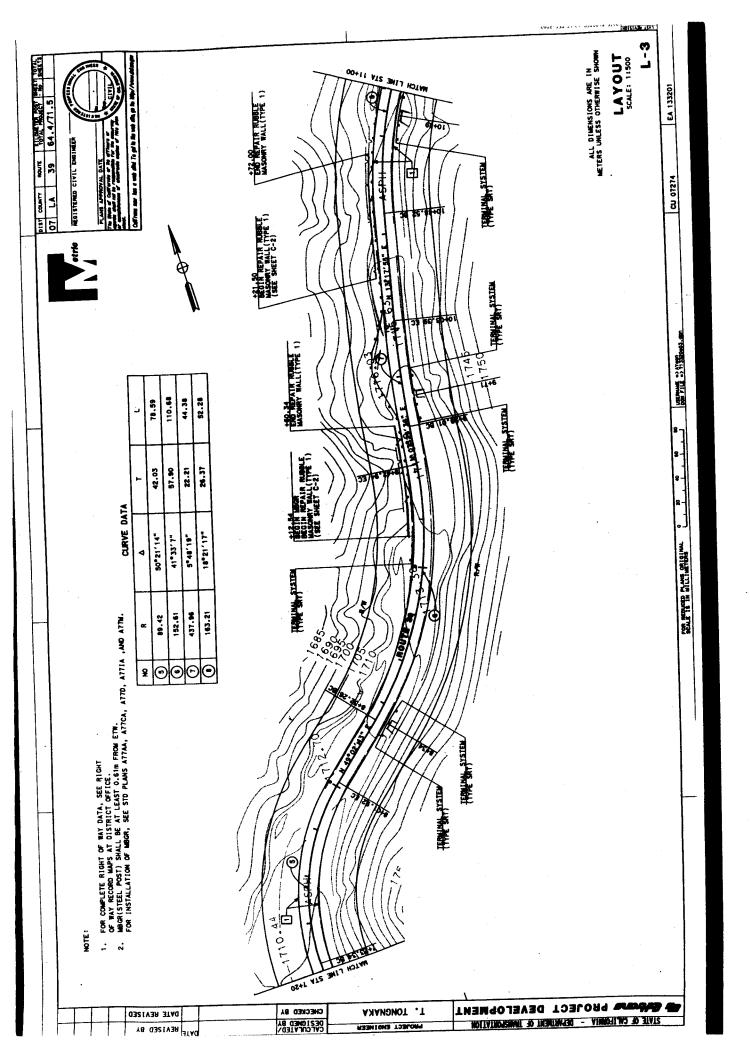


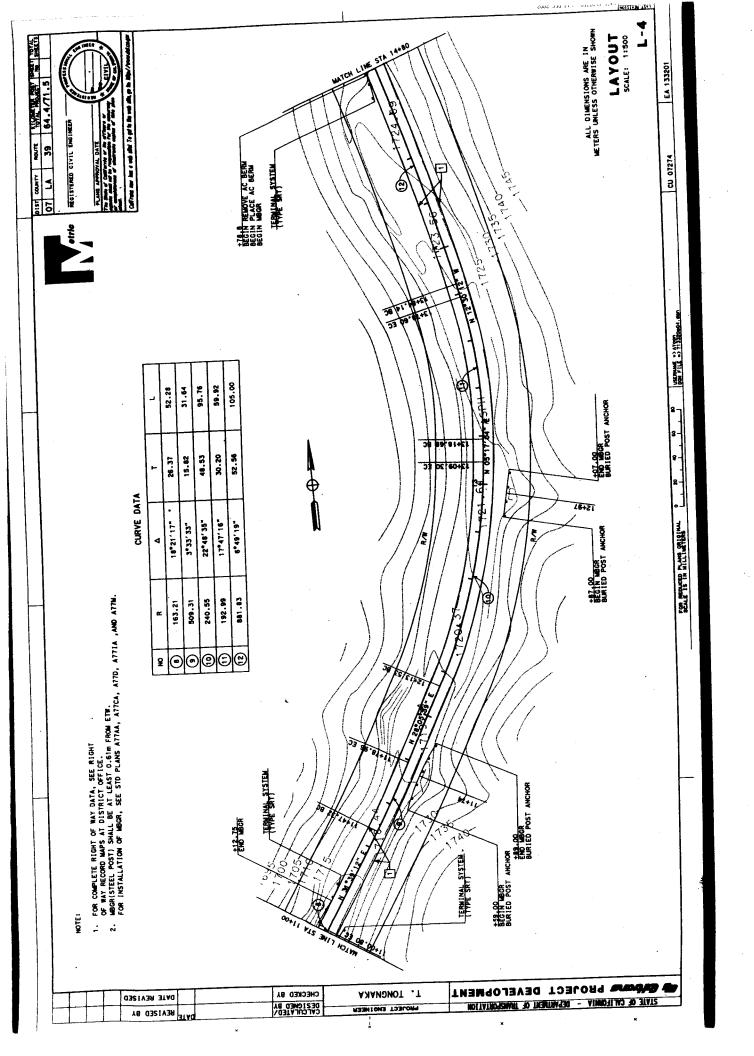


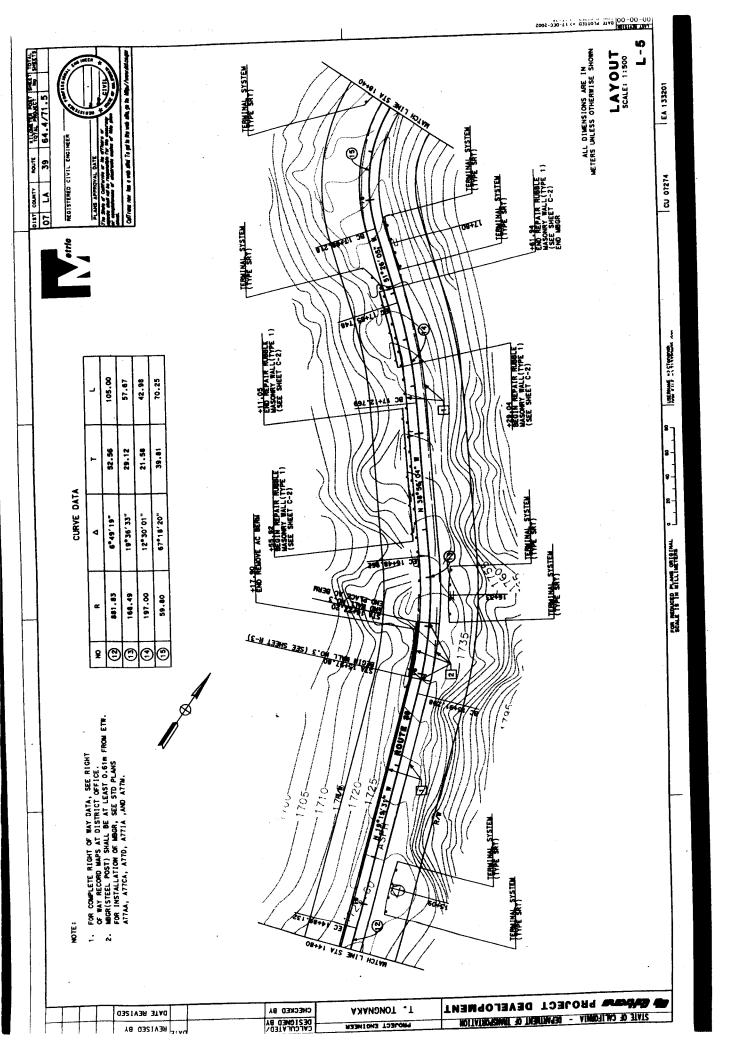


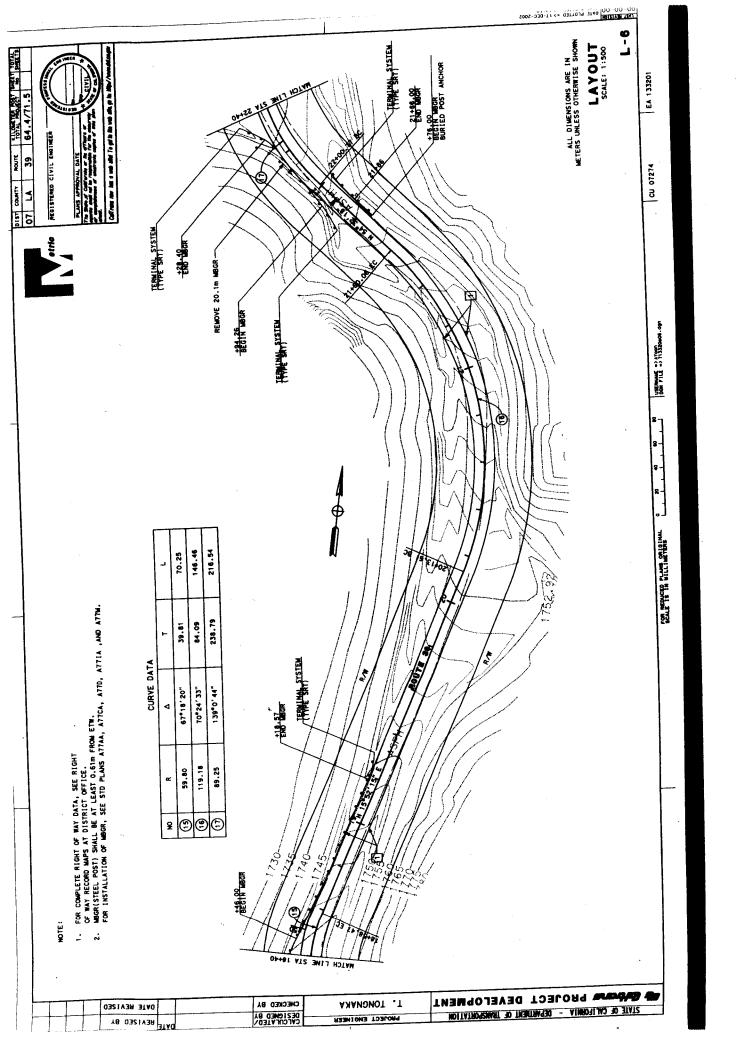


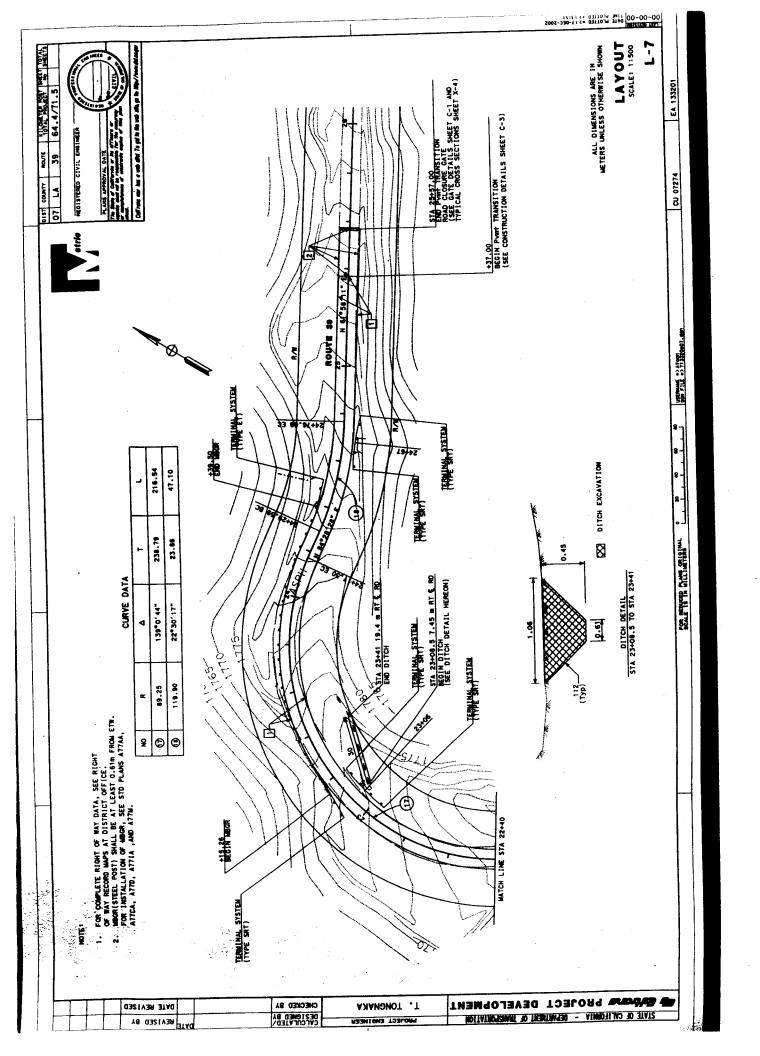


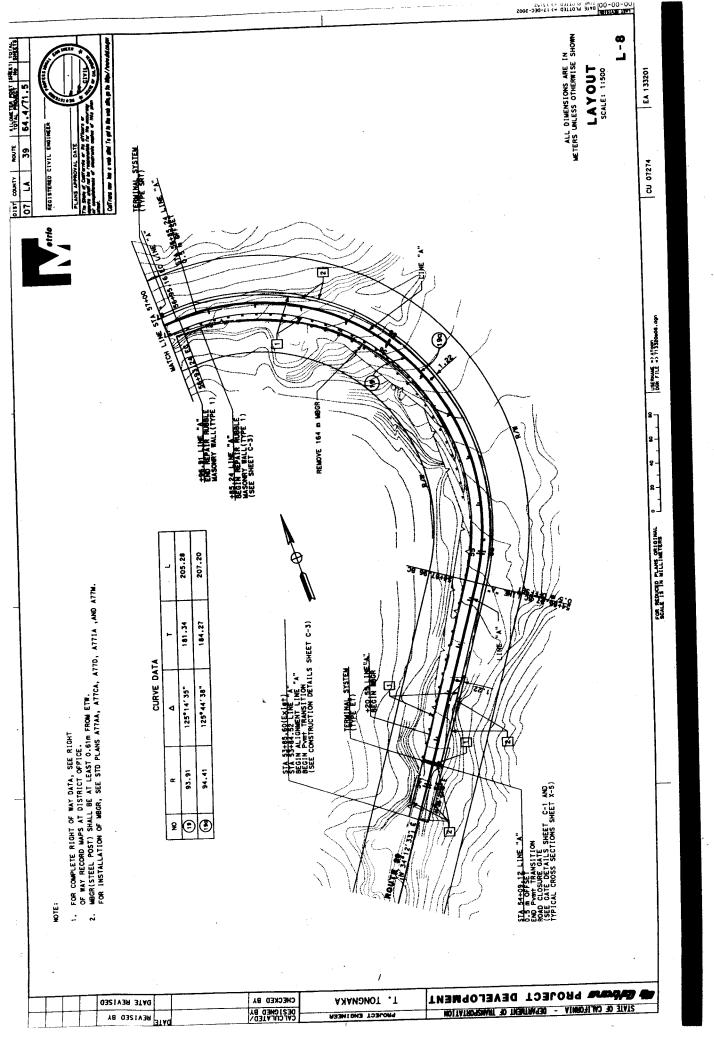


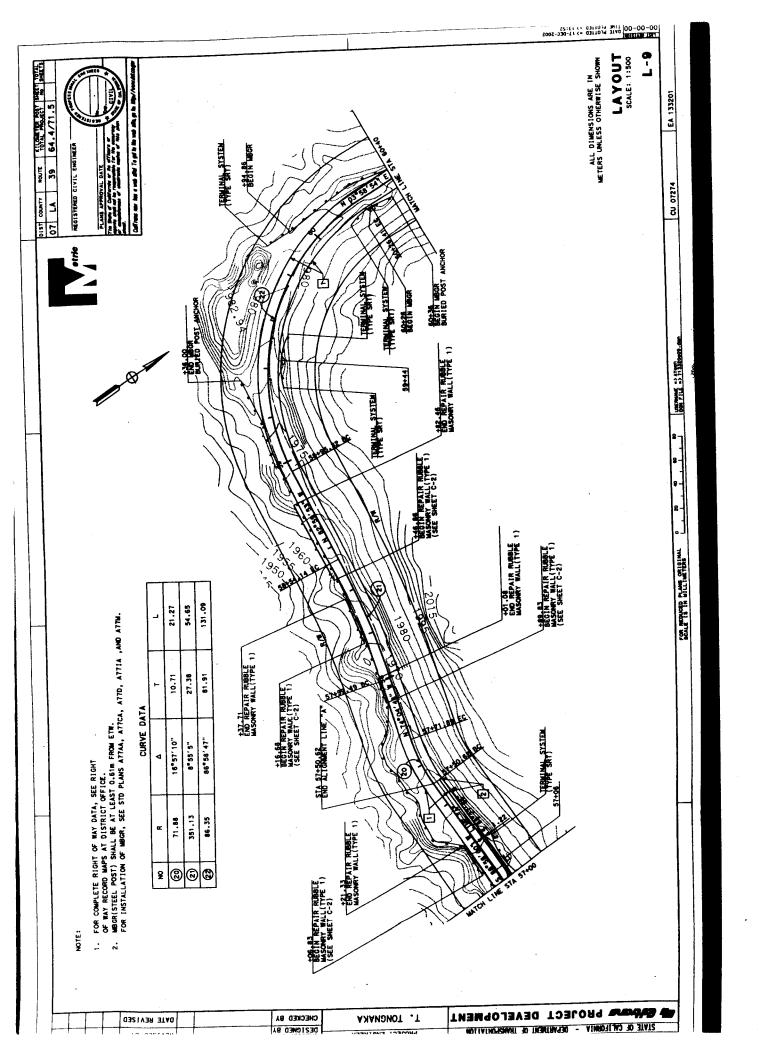


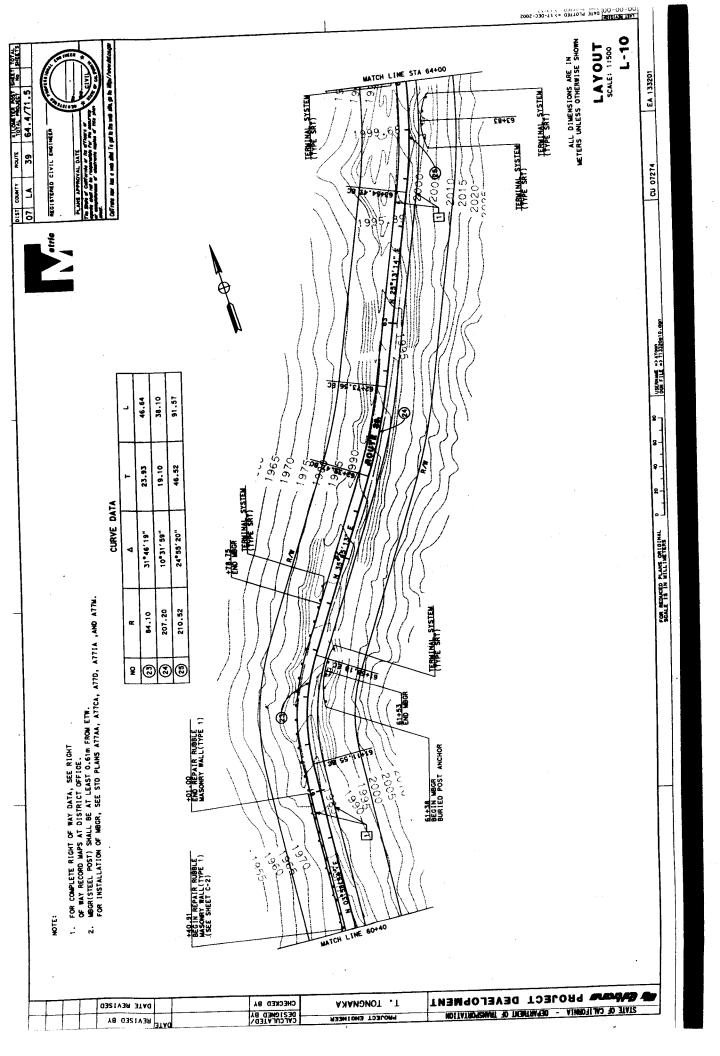


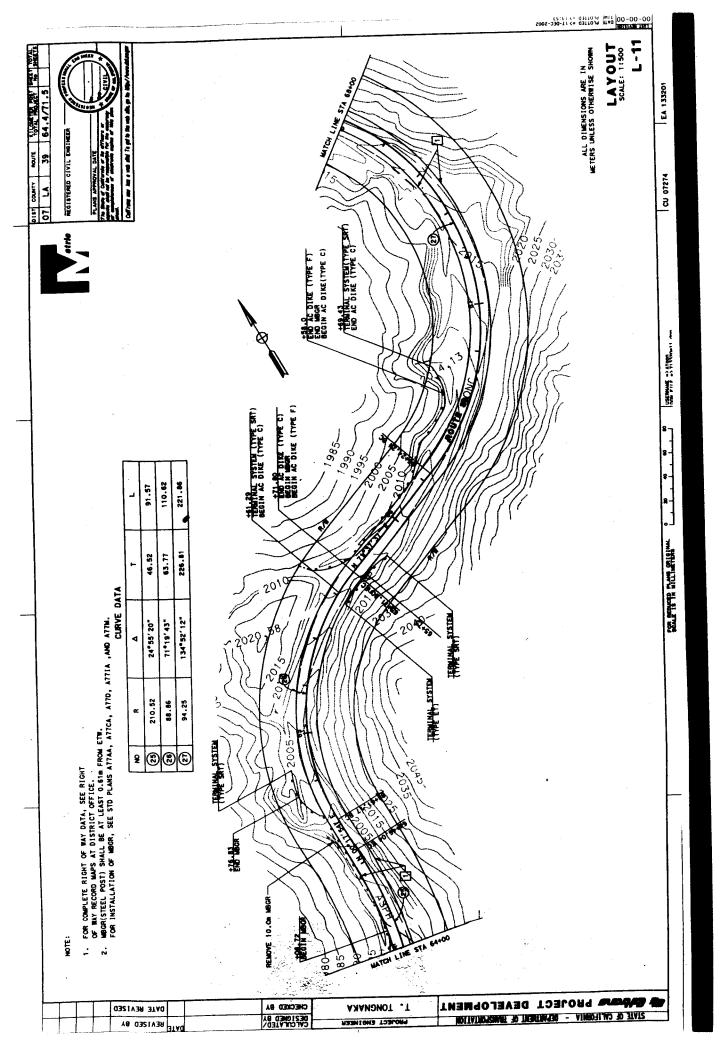


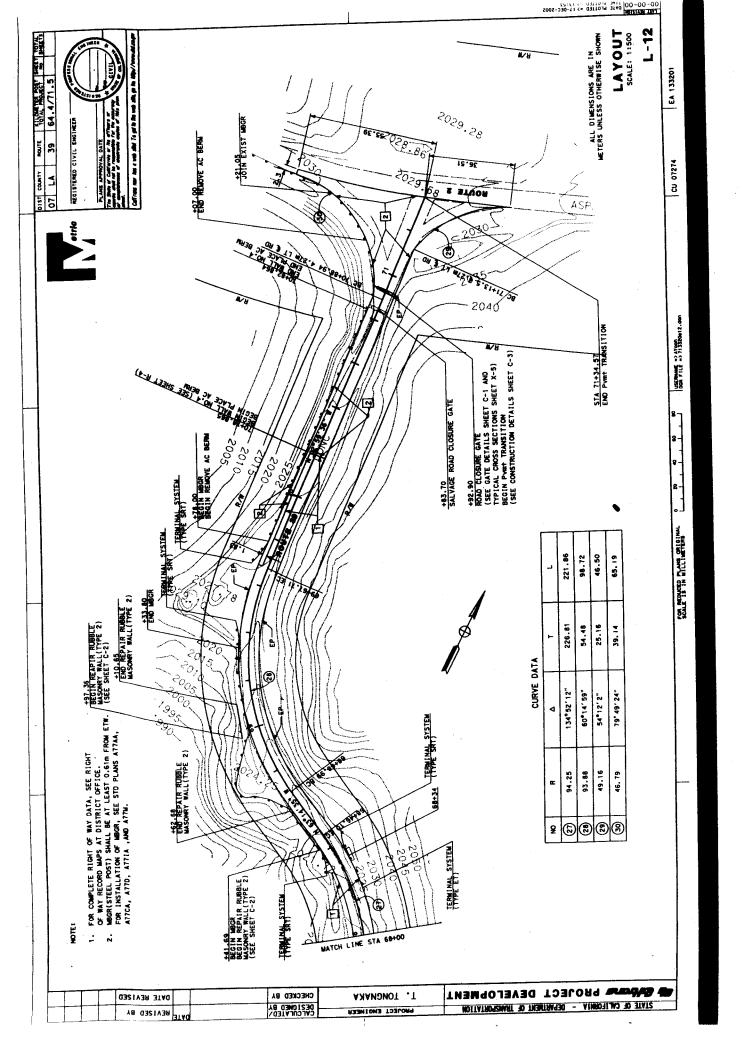












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ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DRAINAGE QUANTITIES

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Faint Service Only

015T COLNITY NO.TE THOM PROMET WEET 10145

REGISTER CIVIL ENGINEER

SUMMARY OF DRAINAGE QUANTITIES

D - DOWNDRAIN JOINT TYPE S - STANDARD JOINT TYPE

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DRATINAGE PLAN SHEET NO	1	1	김	2	7	12	13	1	7	Ş	Ä	2	2	٤	٦	ä	នី	2	٥	6-0	0-10	7	Ц	_	
STATION	6.50 m BACK, STA 0+00	# RT C . STA 1+80	10.00 m RT & . STA 4+24	R RT E. STA	B RT C. STA	6.50 M N F. SIA 6154			Ę	5		STA	STA	, STA	7.00 m RT E . STA 24+67	5	6.00 m RT E , STA 59+44	6.00 m RT E., STA 60+26	6.50 m RT E, STA 61+53	5.00 m RT 6. STA 63+83	RT.	RT 6.	1 5.00 m RT €, STA		
DESCRIPTION		RECONSTRUCT EXIST IN EL STRUCTUM																							
YTITMAUD	3	-	+	- -	-	-	-	-	-	+	7	-	-	-	-	-	-	-	-	-	-	-	-		23
DRAINAGE SYSTEM NO		1	-	<u> </u>	-	-	-	-		-	-	1	1	-	1	-	-			-	-	-	-		TOTAL

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DATE REVISED	RALPH M. SASAKI CHECKED BY	THE CAPORIE DE DE LE CONTROL DE LA CAPORIE D
	10 (13)(0)(1)	STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DATE REVISED BY	PROJECT ENDINEER CALCULATED	MILITERINICA DI MILIONI

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EA 13320

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SON MEDICED PLANS ON 1911MAL

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ALL DIMENSIONS AR		SCALE: 1:500
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ALL DIMENSIONS A	OF QUAN	005:1:500
¥	SUMMARY	

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(N) MOHOMA TROOP (N)	8	(EA)							-	-			-	-	1	
MINAL SECTION (TYPE ET)	язт	(EA)		•		4		-			2	•			12	
THAL SECTION (TYPE SRT)	WR31	(EA)	+	٠	9	3		7	5	-	2	2	•	*	25	
MBGR (STEEL POST)		3	284.35	04.40	191.26	64.65	281.94	110.63	124.33	279.45	305.14	153.75	156.09	265.04	2,390.9	
RECONSTRUCT MBGR		Ē	1							87.2					27.88	
SEMOAE MBCB		[+	†	T			20.10		164.00					184.10	
	TYPE F	1	+	\dagger	\dagger	1		T	1	\dagger	1		18	3	8	3
PLACE ASPHALT CONCRETE DIKE	TYPE C	+	+	\dagger	+	\dagger	†	†	\dagger	1	1	60 71.0.23 21.45 0.79 153.75 5 714.04 37.45 0.84 193.00 21.84 87.00 156.09 4 739.38 38.99 0.49 193.00 193.00 21.94 87.00 184.10 27.00 2,390.94 55 .95 9,46 33.30 397.58 237.83 11.27 21.94 87.00 27.00 2,390.94 55				
DITCH EXCAVATION	l	+		\dagger	1	\dagger	†	†	1	12:11	1	1	1	1		11:2/
ASPHALT CONCRETE BEAM	PLACE	+	<u> </u>	27.53	27.40	+	8	142.20	1	1	1	1	1	1		237.93
ASPHALT CONCRETE BERM	:	1	Ē	65.46		+	_	137.9	1	1		1	1		193.00	397.58
AL BETHLONCING PARRIC		-	(11.10		1	1			11.10	11.10					
AL RANDOM CRACKS			(FORCH)	1.0	0.63	98.0	0.89	0.78	0.93	0.69	0.68	92.0	9.84	0.93	0.49	9.46
HONFDER BACKING	<u>,, ,, ,, ,,, ,,,,,,,,,,,,,,,,,,,,,,,,</u>		(m ³)	30.93	-	47.19	39.47	30.12	46.62	32.98	23.53	21.45	37.45	38.99	27.90	Н
T CONCRETE (TYPE B)			TOWNE	12		↓_	753.71	╌	┝	⊢	855.33	₽-	⊢	╀	┺	-
32AB STADSHEGATE BASE			1 (a)		52			76	T	24.34	+	8			+-	т-
DWAY EXCAVATION			'n.	-		+		104 41	+	2 17 12	-	1	+	+-	15	8
			+	Ť	T	1	08+	t	t	+	+	τ	1	90	T	1
LOCATION				01 00 TO	3+40 TO 7+20	7+20 TO 11+00	11+00 TO 14+80	07 00 TO 18440	14460 TO 22440	22+40 TO 25+57	10 TO 5	100	1		101	TOTAL
			+	+	+	+	+	+	+	+	╁	╁	+	+	╫	┿
SHEET			1					١.	1	1	1	1	1	-	1	1

CHECKED BA DE21CHED BA CVFCNFVLED T. TONGNAKA STATE OF CALIFORNIA - DEPARTMENT OF TRANSFORTATION DATE REVISED BY PROJECT ENGINEER T. TONGNAKA

REGISTERED CIVIL ENGINEER

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CU 07274

SUMMARY OF QUANTITIES SCALE: 1:500

COLUMN TO THE PARTY OF THE PART	DIST COUNTY ROUTE TOTAL PROJECT NO SHEETS	LA 39 64.4/71.5	(REGISTERED CIVIL ENGINEER	a water	ANS APPROVAL DATE	
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воска	(KG	24,300						29.160	6.480		L	L	19.861	79.801	
DITCH EXCAVATION	ĵ.							11.27						16	:
100 mm NON-PERFORATED PLASTIC	Œ	69.79	10.44			1	25.35							1	_
100 mm PERFORATED PLASTIC	(m)	169.15	,				113.58								
STEEL CRIB WALL (TYPE D))	(3,8)						22.28							-	
STEEL CRIB WALL (TYPE C)	(§	2	5				39. 49								•
STEEL CRIB WALL (TYPE B)	(Z.		3	8.50			44.55							238.84	
STRUCTURE BACKFILL (CRIB WALL)	4		2,028.17	2.0			1,900.86							3,020.96	
STRUCTURE EXCAVATION (CRIB WALL)	ŕ		1,994.52 2,028.17	1,376.191,346.51			1,869.23							3,101.14	
BOYD CFORME CYLE	1	Т	8						8.	9.				.8	
SYFAYGE MOVD CLOSURE GATE	1	E	8.											9.1	
REPAIR MASONRY RUBBLE WALL	•	<u>.</u>			8.8		176.06			0.25	4.40	4.80		15.20	
LOCATION			0+00 TO 3+40	3+40 TO 7+20	7+20 70 11+00	11+00 TO 14+80	14+80 TO 18+40	18+40 TO 22+40	22+40 TO 25+57	54+10 TO 57+00	57+00 TO 60+40	60+40 TO 64+00	64+00 TO 68+00	68+00 TO 71+35	
SHEET			-	27	3		3	•	5	-	6-7	-1-10	=	1-12	

CHECKED BA T. TONGNAKA DATE REVISED BY PROJECT ENGINEER T. TONGNAKA

